Military Miniatures IN REVIEW

Keeping Key with Mr. T

We look at the immense new ICM kit

Dangerous Derrflinger: interim StuG

Dream Machine: Rad Man, Eight Rad!

Son of Tee: the Arsenal T-50

Accurate Armour's Tortoise

Splish-Splash! Tamiya's Schwimmwagen

That's Bull (dozer): Resicast's WW2 version

The Sovereign Pre War Panzer III

On-Track's cool 10.5cm Geschutz

Head to head: M51 vs. M51, DML vs. Academy, plus Aber for the heck of it

Plus reference photos and all the usual junk!

Tamiya's sexy new Steyr heavy car times two!

No. 16

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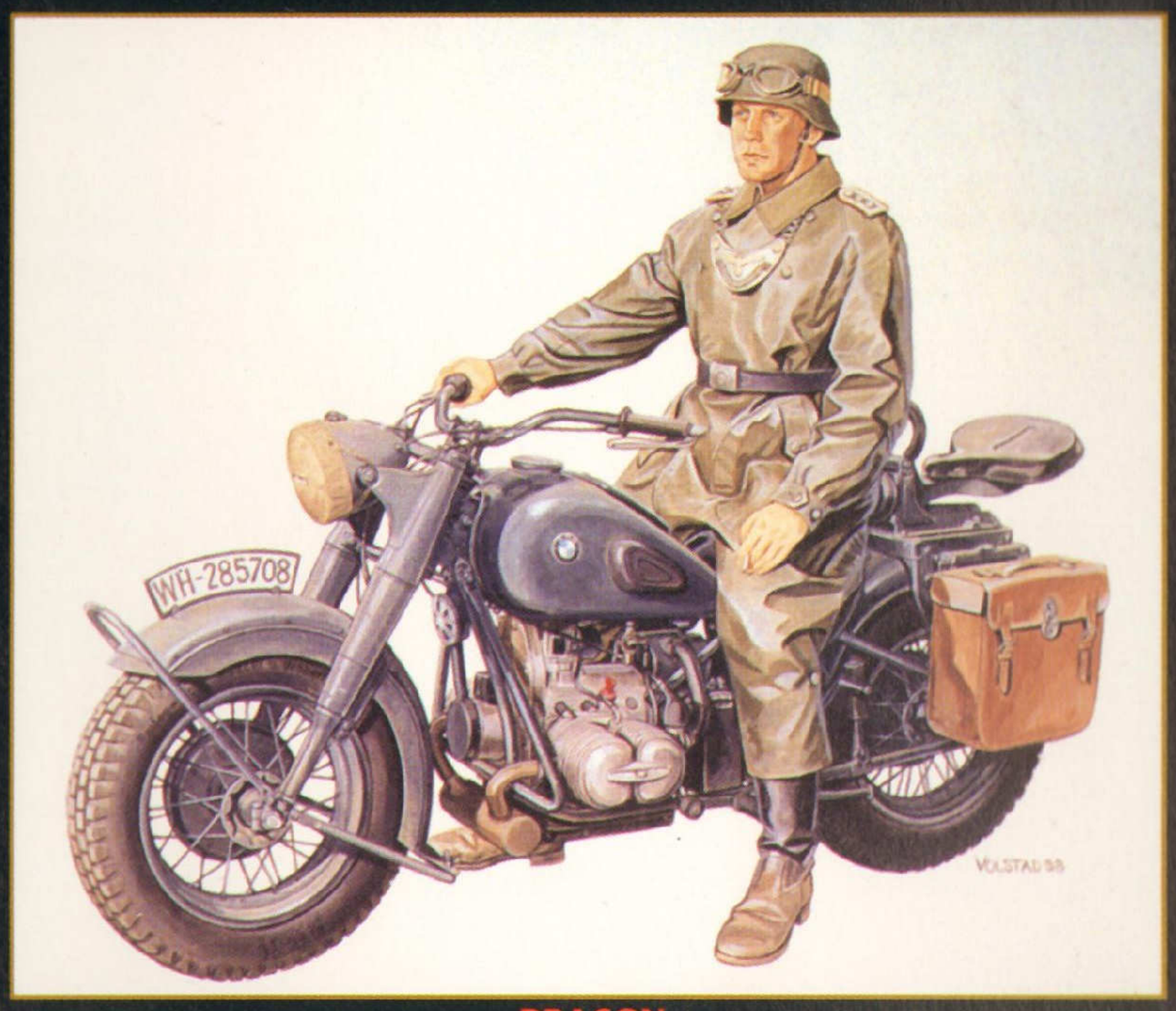

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DRAGON
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C O N T E N T S

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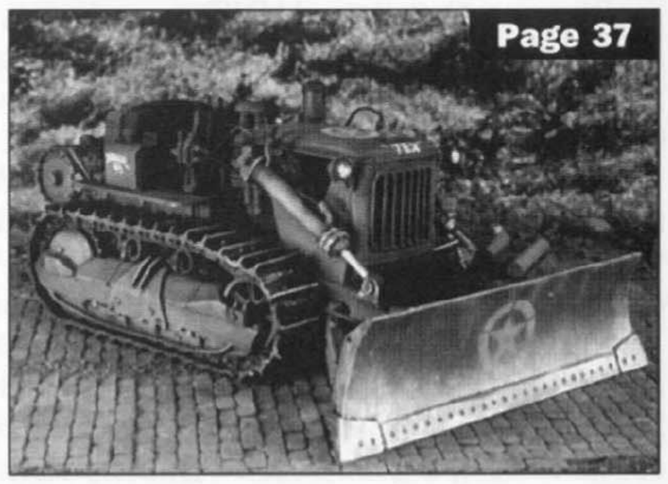
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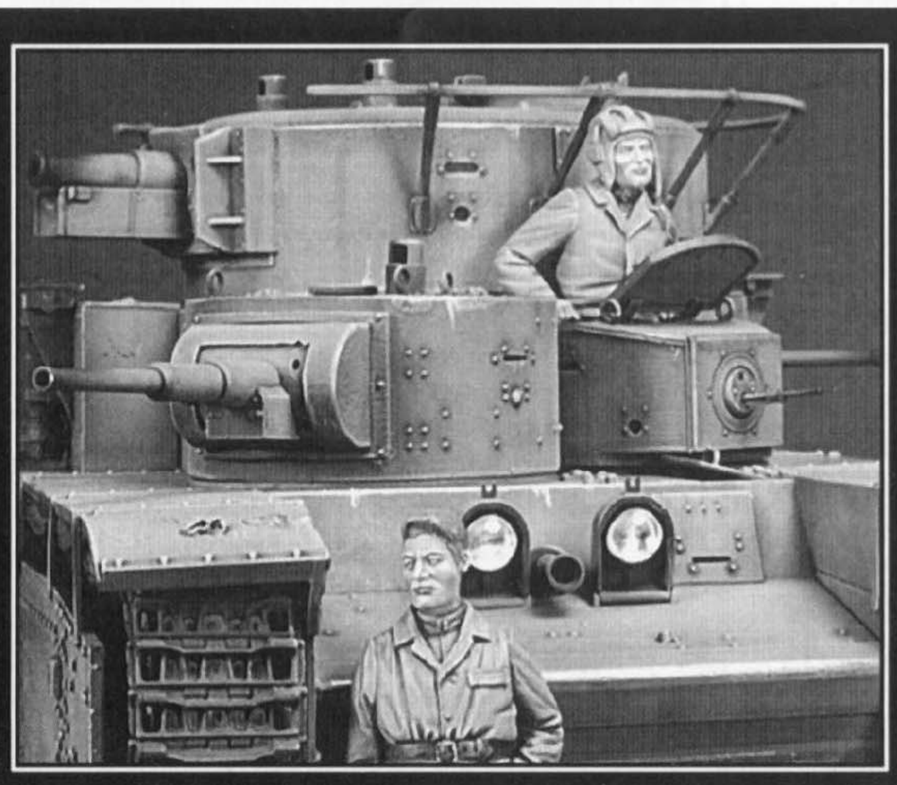

ON THE COVER:

It's big, man! This is the sequel to the ICM story that started with the T-28 seen in the last issue of MMiR. This model was also painted and photographed by Chris Mrosko, who has recently seen just about all his Russian armor dreams come true. The figgys are brand new items from Warriors. Also see Chris' paint job, times two, on Tamiya's great looking little Steyr heavy car. The review starts on page 29.

From Your Editor

Do you like stories? I do. And I like to tell them. So relax, grab your favorite cup of half-caf-double-decaf-latté and sit back. This story is about a little ol' company named Ampersand Publishing. It's a good story and it has a happy ending. It seems like more than a few folks are curious about what it is exactly that we do (and what we don't). So here is the full story.

Ampersand Publishing is a teeny company located in the southern part of the state of Florida. It's hot here. The company is small and so is the company we keep. Our offices consist of a small workshop where products are built and evaluated, a small photo studio and an office/library with tons of books and a couple of computer workstations. Our primary purpose in life is to produce the magazine which you now hold in your hands. What this entails is: recording, evaluating and photographing new products from manufacturers for the new product section; building, painting and photographing a limited number of the actual review features and coordinating the efforts of several other individuals doing pretty much the same thing in places like Detroit, Pasadena, Miami, London and Tokyo. We also coordinate the advertising and promotion of MMiR.

When all this stuff is done, hopefully, we have a completed magazine, albeit in electronic form. MMiR is produced, with a few exceptions, almost entirely within the electronic environment. When we are finished we turn everything over to our printer. Through the magic of the modern printing process they turn all these megabytes into actual shiny paper. Our printer also is located in south Florida, just a bit up the road in (not on) Jupiter, Florida.

When the printing process is complete, the finished magazines are shipped to several destinations throughout the U.S. and Canada, as well as the United Kingdom, Europe and Hong Kong. The printer gets a list of all our current customers and we specify the various quantities to be shipped to each company. Incidentally, Ampersand Publishing sells only to the wholesale trade; we do no direct business with hobby shops or individuals. All of the magazines shipped out by our printer are shipped on the same day (more on this later).

Because of our small size, a few years ago we decided it would be wise to have another company handle the acquisition and maintenance of subscriptions. For this we selected RZM Imports. RZM also is a small company (but somewhat larger than us) located in Southbury, Connecticut. Southbury is a small town located in the central part of the state. RZM represents a number of other military books and periodicals such as *Steel Masters*, *After The Battle* and *Wheels & Tracks*. This experience is one of the reasons we selected them for the job. RZM also takes all major credit cards. The cost incurred by offering credit card services is substantially higher in Florida than in Connecticut.

RZM essentially sells subscriptions to MMiR and this means that you can phone them or write them requesting a sub and they will process it using whatever payment form you desire. RZM maintains the database of subscribers and "fulfills" the magazine, which basically means bagging it up and putting it into the mail. Once you're on board, if an issue goes missing, is damaged or is otherwise screwed up, they are there to fix it. And that is pretty much it for RZM.

MMiR is also purchased by several other hobby distributors in the U.S. These are the same guys that supply Tamiya, DML and Testors products to your local hobby shop. The last of the major distributors is a large periodical distribution company located on the west coast. Copies of MMiR are shipped to both their east and west coast hubs for eventual sale to news agents like Borders, Barnes & Nobles and perhaps even your local mom and pop corner newsstand.

Don't worry, be happy

One of the most prevalent complaints about MMiR is that it appears in the hobby shops way before it shows up in your mail box. Contrary to what a few think, this is not done with the express purpose of pissing you off. Let me give you a little background (stop me if you've heard this one).

When we first started MMiR several years ago, we couldn't get arrested. The mag was not found in any shop and the only way we could assure getting it into the hands of those of you who desired (and deserved) it was to offer it for sale by subscription. Some think that a subscription means that we are guaranteeing that you will get your magazine before anyone else does. We're not.

A subscription was and is intended to *guarantee* you a copy of the magazine. The purchase of a subscription is a reservation for four issues of MMiR. Even to this day we still print "just in time" (you auto workers out there take note), which means that only enough issues are printed to satisfy the existing orders for the magazine at the time of printing, plus a few hundred extra for back issue sales.

Now, I'm not trying to antagonize anyone out there. All of the magazines are released for sale at exactly the same time. The most unfortunate aspect of this is that third class bulk rate mail takes a real long time (O.K.—it sucks). I originally chose this method due to its relatively low cost. However, it is clear that we can't continue using this method. It definitely bites.

This problem is exacerbated somewhat by the fact that many of the distributors are very aggressive with the sale of the magazine. In an effort to make sure it leaves their warehouses in a hurry, they are right on top of their various hobby shops. Their sales people are quick to inform the shops of an issue's availability and shops are even quicker in placing their orders (most have standing back orders which don't even require contact from the sales people). These transactions are typically conducted using UPS as the primary carrier. This is, of course, a lot faster than third class bulk rate mail.

Here are some of the solutions I have suggested to customers over the last few months. 1. Upgrade your subscription. I originally arranged with RZM to offer a first class subscription when they took over two years ago. This assures that after its release and delivery to RZM, you get your issue in about 2-3 days. 2. Buy retail. This option provokes more than a few funny looks from those I've suggested it to. Basically, if you are seeing it in the shops consistently sooner, then that is your best option. As I mentioned, I'm not out to piss anyone off. I want happy customers. If buying retail will make you happy, then that's what I want. If you're happy, I'm happy. 3. Back Order. Several of the larger mail order houses will let you place a back order for the magazine and when it comes in, they will automatically ship it to you. A little more

See Ediitorial on page 13.

MILITARY Miniatures IN REVIEW

Magazine Boy
PAT STANSELL

Editorial Contributors
THOMAS ANDERSON
BARRY BEAUDRY
DARRELL LICHT
JOE MORGAN
CHRIS MROSKO
"SMOKIN" JOE PORTER
KEYSER SOZE
NICK VANSTON

Master Builder
ROLANDO GUTIERREZ

Advertising Sales
JOHN SMALL
1-888-999-MMIR

Principal Photography
PAT STANSELL
DONALD PHILLIPS

Additional Photography
JOE MORGAN
CHRIS MROSKO
BARRY BEAUDRY

Staff Artists
STIMPSON J. KATT
RHEN HOEK

Leo Tolstoy Expert
WARREN PEICE, AUTHOR OF:
WAR AND PEACE BY LEO TOLSTOY, BY WARREN PEICE

32 Flavors and then some
TONY BONITATIBUS

Once actually had a pony tail
BRIAN KEOUGH

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Ampersand Publishing COMPANY, INC.

The Mail Sack

Gimme, gimme, gimme, gimmee

I have just read issue no. 11/12 and as usual, I enjoyed reading it, as well as learned a lot from the articles. Keep up the good work!

I would also like to contribute to Pat's "build-it-now!" wish list as I noticed that there isn't much Japanese or U.S. armor and vehicles being produced. My list is as follows:

1. Type 2 Amphibious Tank "Ka-Mi"
2. Type 4 15cm. SPH "Ho-Ro"
3. Type 89 "B" Medium tank "Chi-Ro"
4. Japanese Toyota/Isuzu trucks
5. M10 Tank Destroyer - late "duckbill" turret
6. M8 Armored Car
7. M20 Command Car
8. LVT series
9. LCVP
10. DUKW
11. M3 Halftrack SPG (75mm.)
12. M15 "Special" Halftrack (40mm. Bofors)
13. M5A1 Stuart with flame thrower turret

I am interested in WWII Pacific era armor and figures and I hope that Tamiya, Dragon, AFV Club, etc. would one day build some more Japanese armor.

Thanks a lot for producing a great magazine!

—Albert S. Anido

O.K., O.K., that's enough of that! We fielded a ton of other suggestions for kits after that initial list a year ago. Suffice it to say that armor modelers want it all in plastic or resin. We consider ourselves afflicted in the very same way.

For all you Japanese armor geeks out there, it looks like Fine Molds will be doing a super nice rendition of the Type 3 sometime this fall.

✉

I prefer T, thank you

First, I have to tell you that you're doing a great job with the mag. I would like to see some more of Masahiro Doi's work in your pages, if that's possible.

But, here is my big request... could you guys drum up some research on the T-34, the best tank of WWII? I was thinking it could run along the lines of the excellent Sherman series, and with Dragon just starting a new line of T-34s, the timing would be perfect!

Anyway, this is just a suggestion to keep all us Ostfront tread heads happy. Keep up the great work.

—BOTHER37@aol.com

We hear ya. Doi-san has been pretty busy lately as he is now the editor of the Japanese publication Armour Modelling. In spite of his busy schedule we still hope to include more of his work in the near future.

As to the T-34 research series, it is one of several we are now considering. We are open to other suggestions if anyone cares to send them in.

✉

Mr. Serious, Deluxe

I am just about to start work on the Tamiya M8 Howitzer Motor Carriage and was noticing that all of my references show the M8 with the solid stamped type road wheels and the later type drive sprockets. I've solved the drive sprocket problem but have yet to come up with a solution to the road wheel dilemma. A friend from my club told me that he was pretty sure that these are produced after market but wasn't sure who that company is. I was hoping that you could help me out on this.

The first issue of MMiR I received when my subscription began was No. 10, with the outstanding editorial on Mr. Serious vs. Mr. Fun. I had a run in of sorts with a Mr. Serious type at a modeling show some time back that you may find amusing.

I was admiring a rather well done Chieftain when Mr. Serious approached with his entourage. He immediately began to shake his head and pass some very negative comments on the overall painting of the tank. When I asked him what he thought was wrong with it, he said that the shade of O.D. the tank was painted and its disruptive black pattern were nowhere near the specs that the British Army had laid out for Chieftains or Challengers.

When I assured him that it did, indeed, look okay to me, he regarded me with a look that he probably reserved for something that he scraped off his shoe and asked if I considered myself an expert on researching British armor. I told him that I didn't, but served in the 17/21st Lancers as a crewman on both Chieftain and Challenger from 1984-1987 and that the paint job on the model was about as good as it was on the real thing. He stopped in mid-sentence as the assembled onlookers burst into laughter. He then mumbled something or other and toddled off with his small group.

I mean the right shade of O.D., PLEASE! We used to be responsible for the painting of our own tanks, which was done roughly once a year. The paint we were issued was too thick for the spray guns, so it was thinned down with either turps or benzine. Two troops would usually paint a tank while the rest mixed the paint. During the course of the day, the mixing drums usually became the depository of liquid waste, such as cold coffee, tea or flat soda.

This resulted in some variations to the base O.D., as you may well imagine. The black disruptive pattern was intended to break up the regular shape of the tank. Many variations of this were seen, depending more or less on the flair of the soldier painting the tank than any so-called specs.

So, Mr. Serious, once again, get yourself a life. Sure, we don't want our models to look like crap. But lighten up, have some fun when you paint a tank or any other military vehicle for that matter. Just like the troops who crew them do.

Happy modeling from a proud Mr. Fun.

—Doug Sword

Wow, a Mr. Serious with an entourage. Makes you feel kinda woozy...

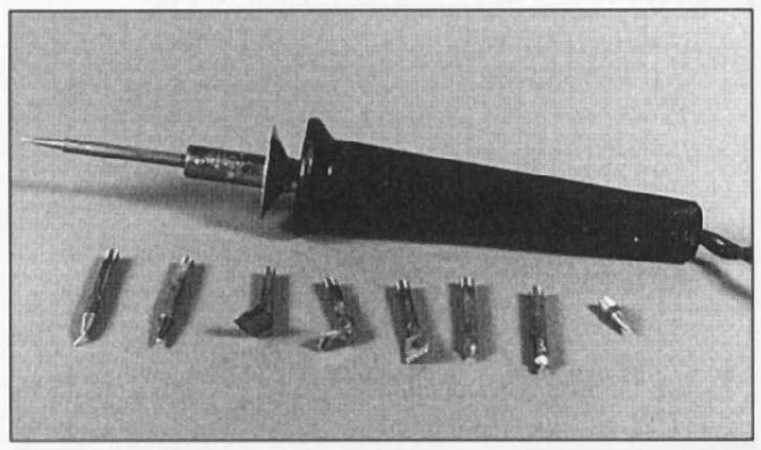
Hey, about those wheels. Both Accurate Armour and Cromwell Models offer sets of solid wheels for the Stuart. The AA set is number C07, Stuart Solid Wheel/Idler Set. The Cromwell parts are split into two sets, CA67 Stuart Solid Wheels and CA68, Stuart Solid Sprockets. Both sets are listed as resin. Also check out the track sets offered by both companies for the Stuart.

Ordering options are Squadron Mail Order for the AA stuff and direct for the Cromwell stuff at Cromwell Models, Regency House, 22 Hayburn Street, Glasgow G11 6DG, Scotland, United Kingdom. Fax: 44-141-556-7300

✉

Pyro-Man

I had been looking for a way to simulate weld beads and was trying to hunt down a "pyrograph" when I spied a mylar cutter in a local hobby shop. I also have seen this unit sold in Letungs catalogue as a wood burner. It's made by Lenk in Kinston, N.C. model L12SC. It had small removable brass tips that screwed in but got too hot to use with plastic. At first I was going to use some sort of rheostat to control the heat of the tips, but then I struck up on the idea that if I increased the mass of the tip (i.e. its length) the temperature would come down. I found some nails of the appropriate diameter and cut the length to about 2 inches. Next, I chucked the nail in my lathe and turned down one end. Then I finished it off with a file to give it a rounded chisel profile. If you don't have a lathe, the nail is soft enough to be easily worked with files. The



other end I cut 8-32 threads in with a die. In use, I generally use this in conjunction with a 6 inch stainless ruler, running the tip along the ruler's edge to keep the weld beads running straight. Hold the tool at about a 45 degree angle and use short jabbing motions. For filing corner joints, I glue Evergreen .020 rod styrene into the point and let it cure overnight. Otherwise, the tool will melt right through the model. In addition, I've made other tips for getting into hard-to-reach places and some for making zimmerit.

—Mike Kalbfleisch

Excellent "tip" dude! A great alternative to the hard to locate Pyrogravure.

✉

Seeing Double

I received my long awaited MMiR #15 today only to discover that certain pages were duplicated and others were missing altogether. What gives?

— Stan Cosava

How embarrassing! It seems that about 100 or so issues were bound incorrectly by the printer. This is an automated process and the operator obviously wasn't paying attention (contrary to what one or two of you think, we are not all sitting around here with scissors and a stapler). We have yelled at the printer and made him cry. Sorry for the screw-up. Anyone else out there with the offending issue can contact our offices for a replacement copy. If you get the voice-mail make sure to give your state and the correct spelling of your last name.

✉

Got a problem with any of this?

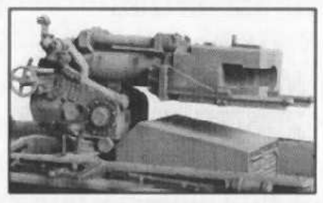
Send those comments to: Mail Sack, Military Miniatures in Review or discuss complaints, problems, wisecracks, etc. via the Internet. Find us at the handle: ***MMiR35701@aol.com***

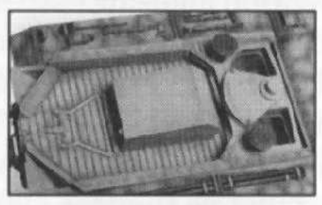
Letters are sometimes edited for brevity, grammar, spelling, national security concerns and other stuff.

We sincerely regret that we rarely, if ever, are able to personally enter into correspondence with our readers.

On Track Model Co.

R&J represents this awesome new line of German WWII "Funnies."





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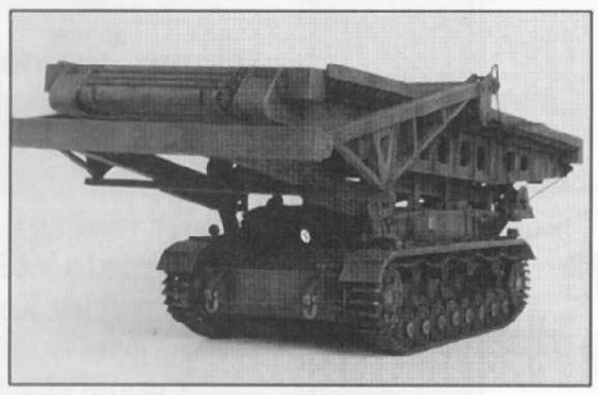

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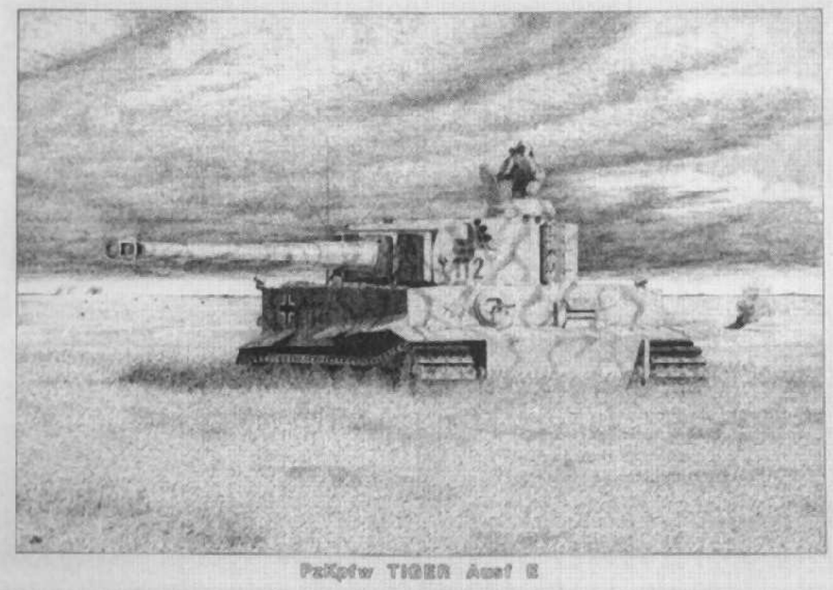
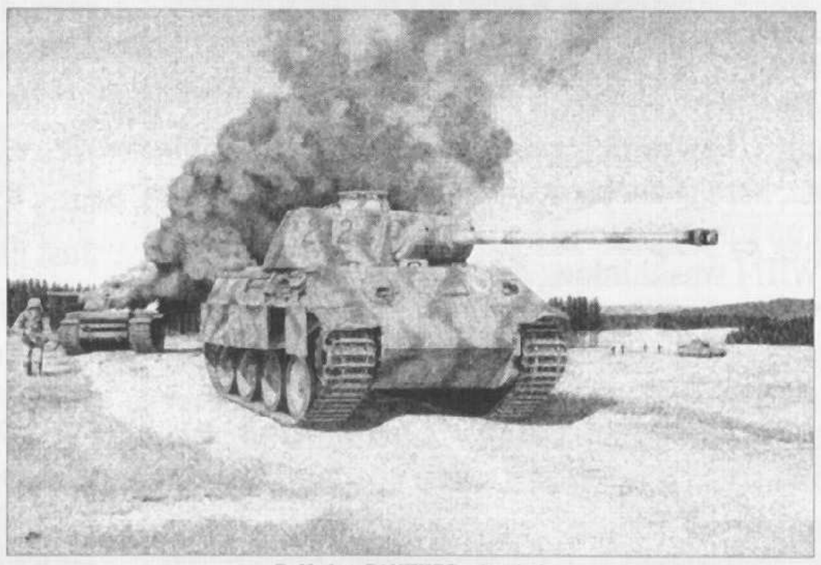


PzKpw Tiger Ausf E



PzKpw Panther Ausf A

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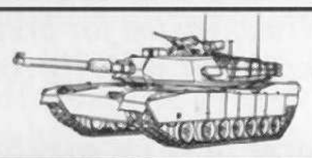

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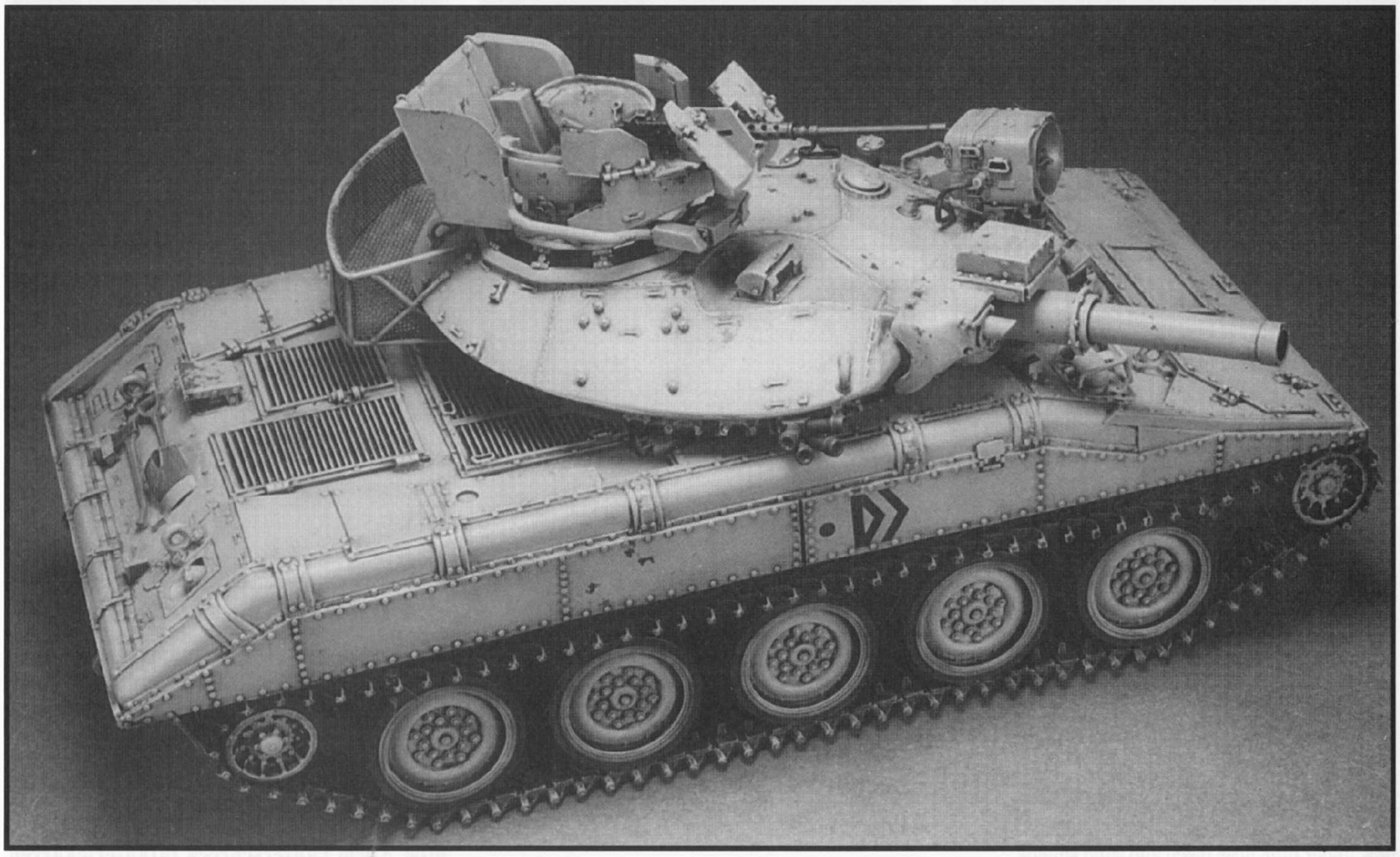
Short Takes

The Year in Preview



Aber

Remember when there was no Aber? Those were dark days indeed. Here is the latest from our Polish friends. **35-053, Panther Ausf. G & Panther II**, is two sheets of brass for the Shanghai Dragon and Dragon kits, $25.99. **35-057, "Jeep" Willys MB**, is but a single sheet of brass for the Tamiya kit, although it is quite extensive. It also can be used for Italeri series of kits and it's priced at $18.49. S20, is **Small Interlace Mesh**, priced at $9.99. This is an impressive "woven" looking material which is suitable for a variety of applications, but especially grille work.

Wholesale inquiries, contact Air Connection, 905-826-7460 or fax 905-826-6764. VLS Mail Order is your retail contact. See their advertisement nearby.

AFV Club

AFV has just a few tricks up their sleeves. We are now anxiously awaiting the arrival of two new workable track sets for the M3/M5 Stuart series. **AF-3519, M3 Stuart T16 track**, will be priced at $14.98 and **AF-3520, M5/M8 light tank T36E6 track**, will be priced at $14.98. These guys should be out right now.

These and some of the resin improvement offered by Accurate Armour, Cromwell and Yanks should make for a super project.

AFV is imported by Marco Polo Imports and the latest on all their projects can be gleaned at www.marcopoloimport.com

Alan Hobby

We don't hear much on the jungle drums about these cats, but we did get this: AH-008, will be **ZIS-6 Katyusha**, and be priced at $34.00. The exact release date is TBA.

Armoured Brigade Models

More allied fun from the resin gods of the Great White North. **ABM004A, is British/Canadian Sherman 1B, turret and upper hull resin conversion** for the Italeri M4A1. This is a very comprehensive kit that is composed of nearly fifty resin parts. The bigger chunks consist of an early production 105mm turret, an early production 47° glacis M4 upper hull and British stowage box & fittings. Also thrown in are a turned aluminum barrel and a nine page instruction booklet. The price is TBA, but inquiries can be directed to their U.S. agent Chesapeake Model Designs or direct at Armoured Brigade Models, P.O. Box 35163, Westgate P.O., Ottawa, Ontario Canada K1Z 1A2. E-mail, acpabm-sid@igs.net

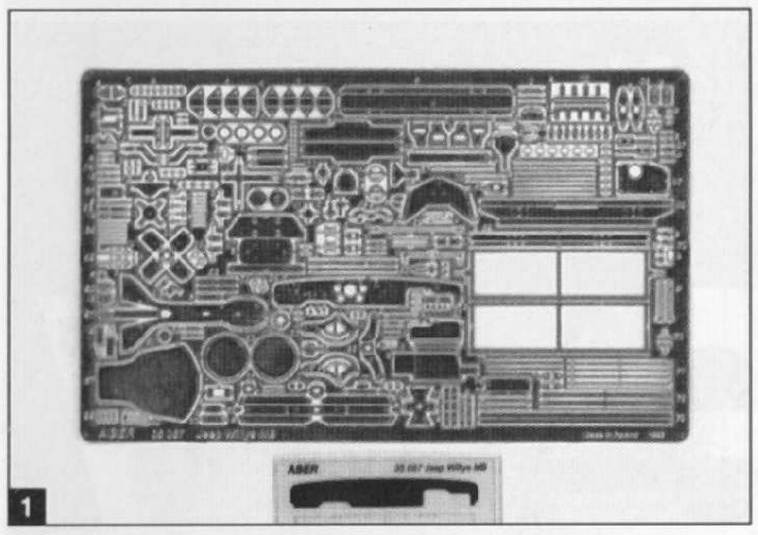
Chesapeake Model Designs

Just a reminder to look for CMD's **Tiger II July 1945**. This will be detail parts for Tamiya kit with an aluminum turret and other parts, U.S. price TBA. Check out the photo of their new **8.8cm flak turret**, too. This is now in full scale production as CMD-26.

In the "to come" department we are told to look for a WW2 German mystery kit later this year.

Cromwell Models. Ltd.

Cromwell is now producing two spiffo conversions for the DML Sherman series. The first is an early cast **M4A1 direct vision Sherman**. This was the first of the Shermans used in combat and saw service with the Brits in the desert. The kit includes an accurate upper hull, early accurate bogies (how 'bout releasing these separately for all



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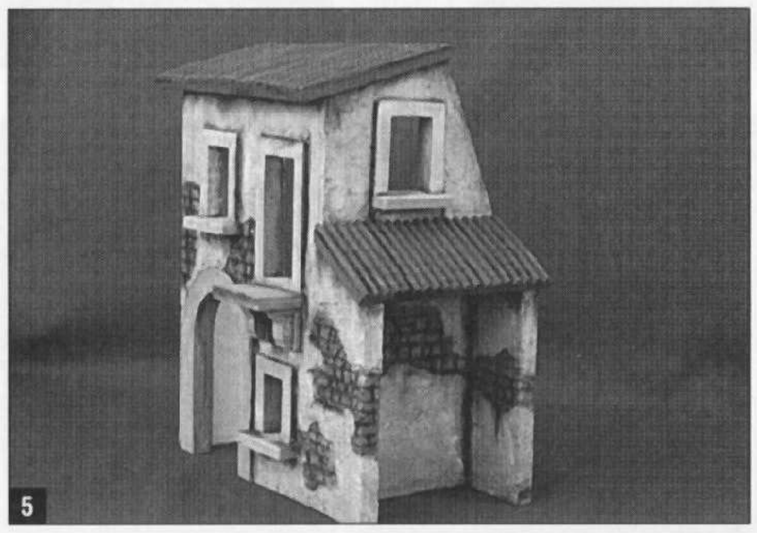
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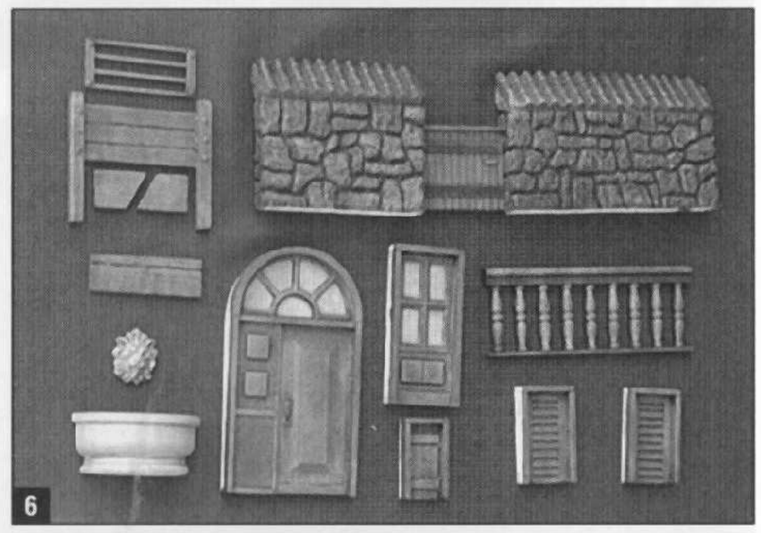
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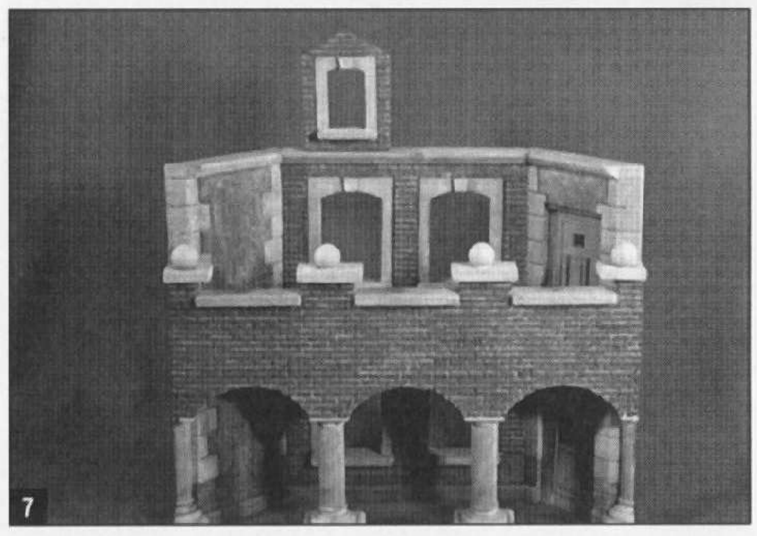
1. Aber's wacky Willys sheet.
2. The CMD 8.8cm flak turret for the DML Maus or E100.
3. Cromwell's M4A1 early direct vision conversion.
4. The Cromwell M4A6 conversion.
5. Custom Dio's Mediterranean Tavern.
6. The Custom Dioramic's Tavern Detail Set.
7. Custom Dio's Kharkov City #2.
8. The gorgeous little DES Citroën Staff Car.
9. Dragon's newest incarnation of the Panzer IV J.
10. The new Friul Cromwell track.
11. Jaguar's 63065.
12. The Jaguar "Road to Malmedy" set.
13. Jaguar's German Infantry Equipment.
14. The Jaguar T34/85 ammo set.
15. New wide wheels for the Tamiya Schwimm from Jaguar.
16. Jaguar's "Keep Rolling."
17. Der Fuhrer Officers from Jaguar.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those Lee and grant kits?) and early style gun mantlet. This conversion is intended for the Dragon M4A1 kit.

The second kit is a strange one. It's an **M4A6** and this was the converted diesel version of the radial engine based around the M4A4 hull. None were used in combat, but they were issued to tank battalions in state-side training. The kit includes a new upper hull, nose piece and sand shields.

Both kits feature the legendary Cromwell casting and will make welcome additions to any Sherman junkie's collection.

Price and stock numbers on both are TBA, but for more information contact Cromwell Models, Regency House, 22 Hayburn Street, Glasgow G11 6DG, Scotland, United Kingdom. Fax: 44-141-556-7300.

Custom Dioramics

Here's the latest run-down from our buddies upnorth. **CD-337, Wicker Baskets** (Resin) is 15 baskets of 5 different styles; **CD-338, Barrels** (Resin) is 8 keggers in 4 different styles; **CD-339, 1/35. Battle Gear** (Resin) is a set of 24 packs, rolls and duffels in 6 different styles; **CD-8502, HO-00 Rolled Canvas Gear** (Resin) is 12 teeny packs in five different styles; **CD-8007, Fire Control Center** (Resin) is another HO-00 deal and a companion piece to their earlier Atlantic Wall Gun Emplacement; **CD-153, Kharkov City #2** is another undamaged brick structure in plaster; **CD-154, 1/35 Mortar Pit** (Plaster) fits that Tamiya mortar crew good; **CD-155, 1/35 Wharf Elements** (Plaster) is a wharf corner with steps and street; CD-156, **1/35 Mediterranean Tavern** (Plaster) is an undamaged structure with an open back; CD-156a, **Tavern Detail Set** (Resin/Plaster) is a series of interior and exterior parts for the above tavern.

Custom Dio products are found everywhere, but for more G-2 on CD seek them out at 98 Ranchgrove Bay, Winnipeg, MB Canada R2C 4N3. Fax: 204-222-4750 or get webby at www.customdio.com

DES Kits

DES always is a steady producer of neat little items. Among the many that were released recently is a beautiful **Citroën staff car**. The kit is an all resin experience and features a fully detailed transmission, engine and interior. This is truly something special and will be a feature of a future MMiR review. The stock number is 35064 and the local price is 260ff. We have no U.S. retail as of this writing.

DES products can sometimes be found through Squadron Mail Order, but if not check with DES Kit, 27, rue des Hauts de Bonne Eau - 94500 Champigny sur Marne - France. Fax : 33 01 48 81 58 67.

Dragon Models Ltd.

More cool fallout from the DML 1998 catalog. In figgy land are the following. **3826, German Communications Center with Signal Troops**, price TBA. **6087, German Naval Troops 1942**, price TBA. **6090, German 12cm Grenatwerfer 42 w/crew**, 5 man mortar crew with winter parkas and trousers in firing mode. Includes two mortar bipods, 10 mortar bombs and 6 ammo boxes, priced at $15.98. **6091, Ambush at Poteau (Ardennes 1944)**, is soldiers posed exactly from the real battle scenes of the Battle of the Bulge, depicted as taking a break after a fire-fight for $7.98. **6093, German Snipers**, price TBA. **6094, Gran Sasso Raid (Skorzeny & Fallschirmjägers)**, price TBA. **6095, SS Totenkopf/Budapest '45**, price TBA. **6098, German Feldgendarmerie with Dogs**, price TBA. **6103, German Engineers with Goliath**, price TBA (perhaps more ex-ESCI stuff?). **6104, 8.8cm Panzerschreck Infanteriekarren**, consists of 5 figures, two carts and one Jutland horse. The figures are in marching position and the carts are Panzerschreck transporter and Panzerschreck ammo transporter. Priced at $15.98.

The big DML news this time around is **6100, Sdkfz 250/1 'NEU' German armored personnel carrier**. The is the smaller of the two wartime half tracks and this particular kit will be of the later version with the sharply angled sides. Dragon is celebrating its 100th release in the '39-45' series with this all newly tooled release. It will include many special features and figures we hear. It's about time this was done in plastic! There are several variants in the line and we know DML loves to crank 'em out. The kit is priced at $27.98 and is scheduled for late summer release.

Also up in the full kit department are **Panzer IV Ausf. J Late, Sdkfz. 162/2**. This is a reissue with all new plastic parts from the excellent ex-Gunze Panzer IV G. 6097, is the **8.8cm Raketenwerfer 43 Pupchen w/crew** and it's priced at $15.98.

Several Dragon kits were introduced in the Short Takes section of our last issue but we didn't

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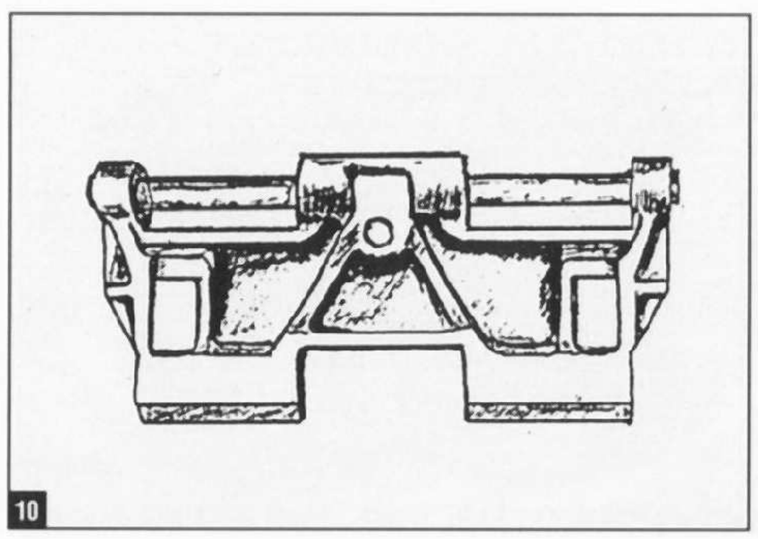
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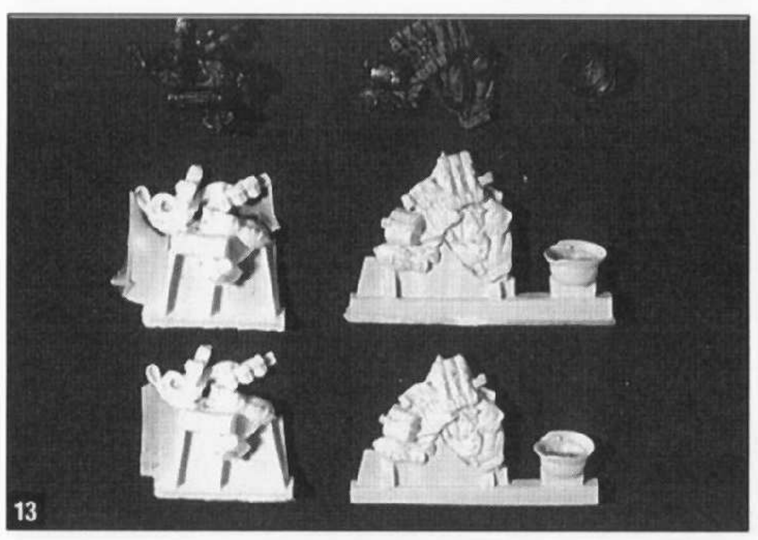
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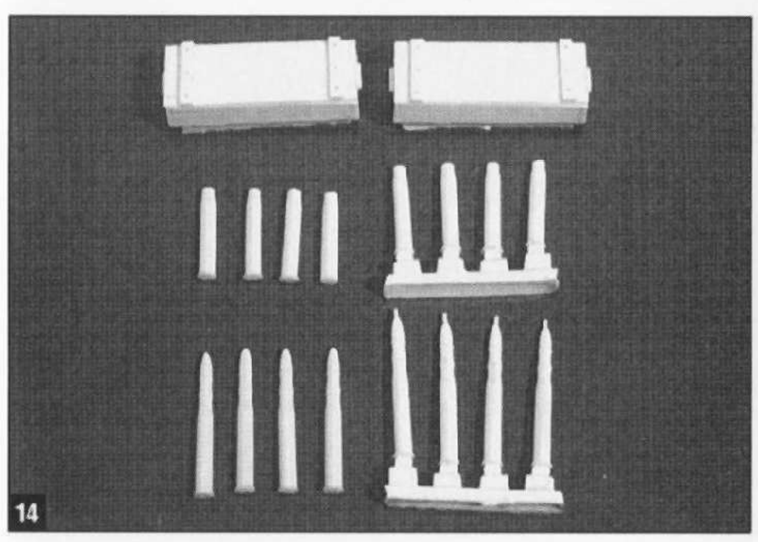
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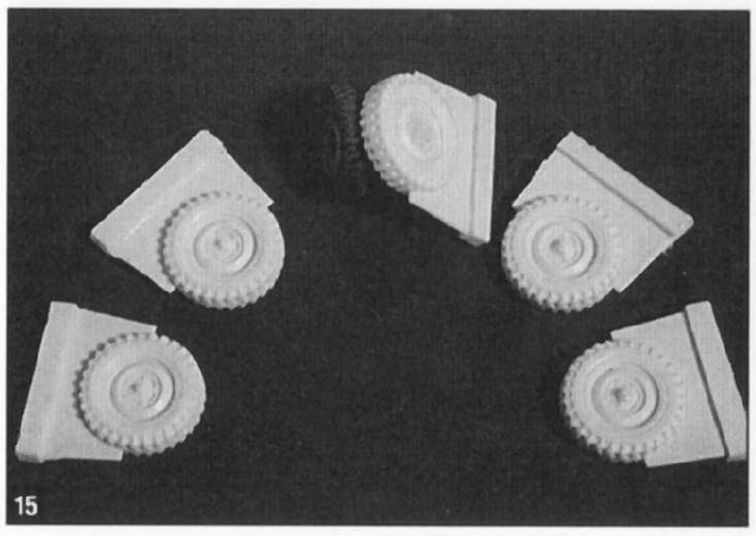
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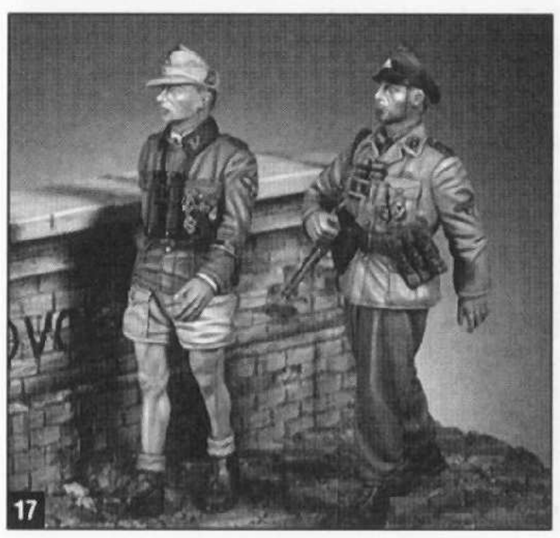
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have prices at that time: BMW R75 Motorcycle with Feldgendarme, the one from the old ESCI 1/9th scale molds, $44.98; 6085 German Railway Flatbed Typ Ommr, $28.98, and 6086, German Railway Gondola Typ Ommr with AA Gun Crew, $28.98.

Fine Molds

For you Pacific war freaks out there we have FNMEG35-03, **IJN Landing Force Troops**. This is a set of 3 resin-cast figures, masters created by Yoshi Hirano, one of Japan's top figure sculptors. For some reason weapons are not included in the set. It's our guess that you're expected to filch a set from the Dragon IJA set.

We have no word on these from the U.S. importer, but we'll keep you up to date.

Fine Molds also plans to release an all styrene **Type 3 medium tank** in Japan this fall. The Type 3 is the final variant of the Type 97 family that was to see combat in the battle for the home islands.

Again no precise word from the U.S. importer, but we're sure it will be expensive and very nice.

Friulmodellismo

Friul really keeps up the pace, huh? Available now in the new pinned systems are the following. **ATL-39, M24 Chaffee, T72EL steel tracks** with 170 links (early model), two sprockets and two idler wheels for the Italeri kit, priced at $39.95. **ATL-41, Tiger II/Hunting Tiger**, 210 links (early model) and two sprocket wheels for the Tamiya kit, priced at $39.95. This last item is just this side of insane with all of the individual "hinge" type links. This creates individual link sets that are composed of five pieces!

Also coming soon are tracks for the new **Italeri sWS (ATL-44)** and the **Tamiya Cromwell (ATL-43)**.

Friul stuff is available in the U.S. through Chesapeake Model Designs.

Greif Modeling Accessories

Greif is a little company from of all places, Mexico. They manufacture a variety of interesting and useful accessories. Like: **010, US Tank Crew Gear Vietnam,** 10 resin pieces, priced at $9.95. **012, Wooden Boxes,** price TBA. **013, Tree Trunks**, 4 pieces all scales, $10.25. **014, German Tank Jacks,** 2 pieces at $9.95. **021, Metallic Tape #3**, 1/16 x 18 inch strip of soft metal for making slings, straps, etc., priced at $5.95. **022, US Tow Cable (1/35)**, 18 inches pre-weathered, with 4 resin eyes, priced at 7.95. Now this is intriguing: **350, Hex Nut and Bolt Maker; 351, Hex Nut Maker; 352, Round Rivet Maker; 353, Conical Rivet Maker** and **354, Square Nut Maker** are all price TBA.

505, Resin Base with Column; 507, Large Scale Base with Irregular Paving Stone; 508, Base with Road ledge and **512, Historic Figure Bases** will all be available in July of '98, prices TBA

All of these products are imported by VLS Mail Order and sold through same. Check 'em out.

Gunze Sangyo

Occasionally, we see a few resin bits under this label Look for **GNZG-2005, German Infantry Figure Set "Fire."** This is a set of 3 resin-cast German infantry figures depicted in standing and squatting poses firing small arms. **GNZG-781, is a Tank Crew Set for PzKpfw IV**, also in resin. U.S. prices are TBA, but keep an eye on the U.S. importer, Marco Polo Imports for availability.

Heun Enterprises

Heun makes a new product, **Moveable Miniatures Glue (MMG)**. This is water-based, non-toxic, pressure-sensitive with an aggressive tack. MMG is a one part adhesive that sticks, unsticks, and re-sticks to wood, glass, metal, plastic and any combination without re-gluing, 1/2 fl. oz. $5.00. Phone 909-351-0436.

Hobby Bounties

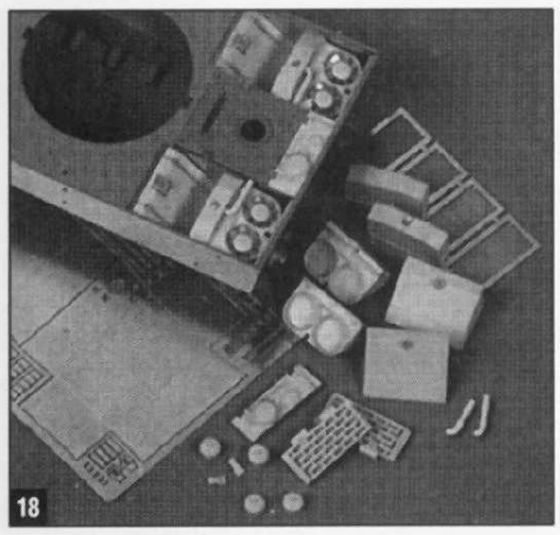
Hobby Bounties is a familiar name to lovers of 1/48th scale armor. They have been distributing the newly re-manufactured Bandai kits under the FROG label. Frog has also done some brand new tooling and the latest is **NF-1020, German 88mm Flak 18**. The price on this item is TBA.

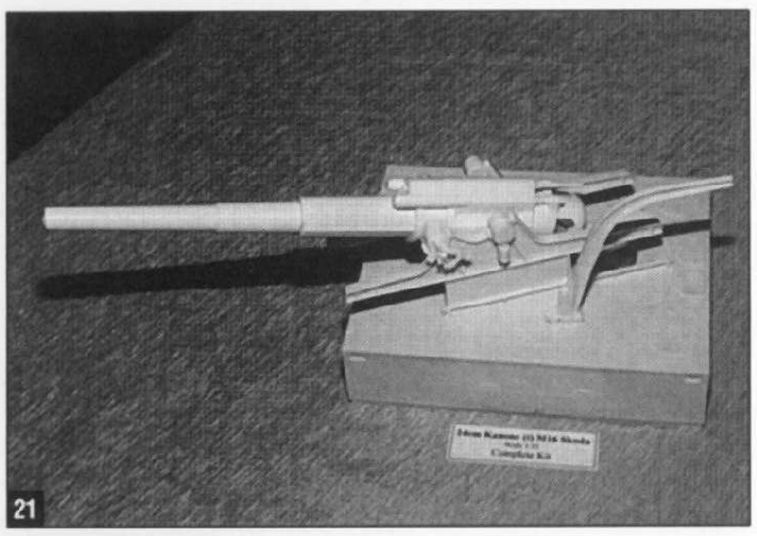
We have also glimpsed some photo-etch for some of the kits as well and we'll bring y'all up to date in a future installment of The Small Print.

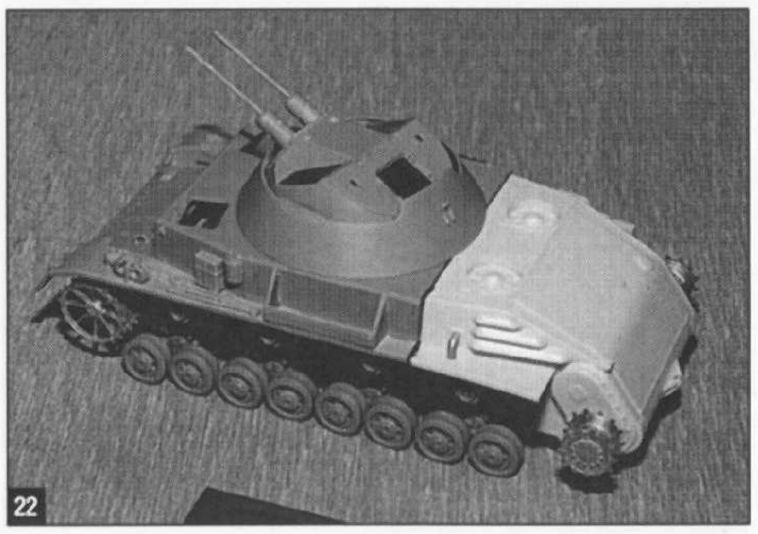
ICM

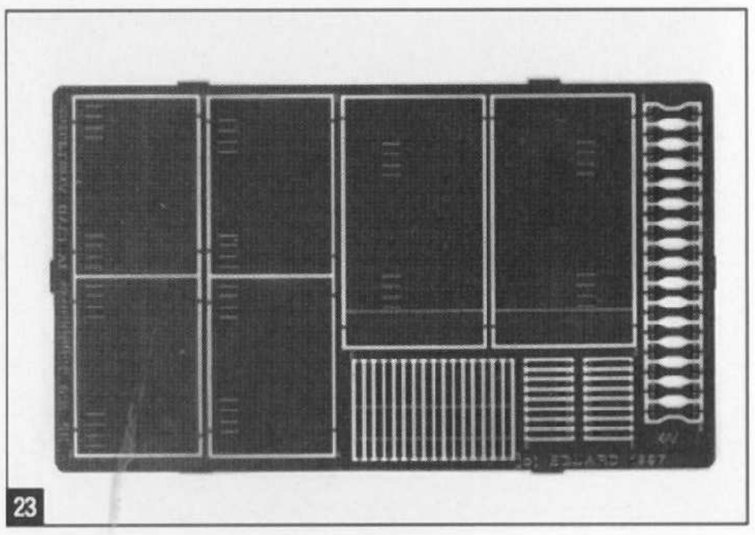
We have a little information of what these dudes are up to. The much longed after **IT-28 Bridge Layer Tank,** based on the T-28 chassis, IC 35081, will be priced at $36.98, available in August '98. IC-35101 will be a **Soviet model 1943 76mm regimental gun** and it will sell for a bargain basement $5.98.

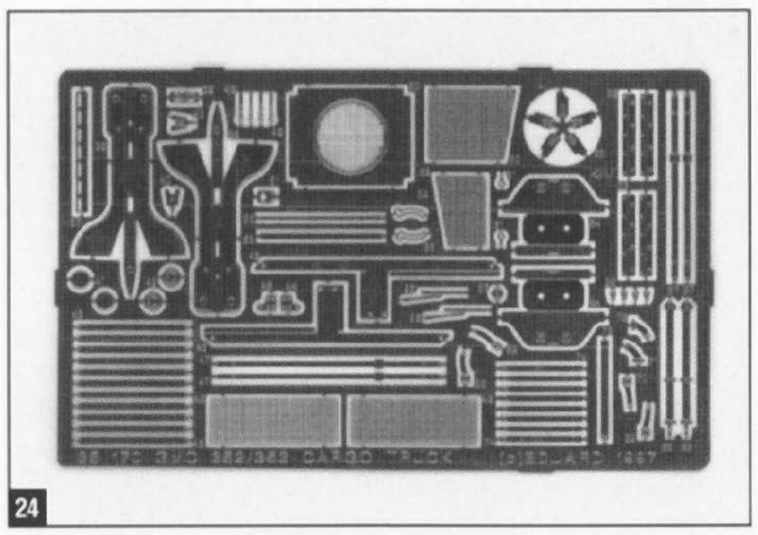
Now here's some news. IC-35121 will be the **PzKpfw II Ausf L (Luchs)**. Groovy! This will include a commander figure and a full set of link-

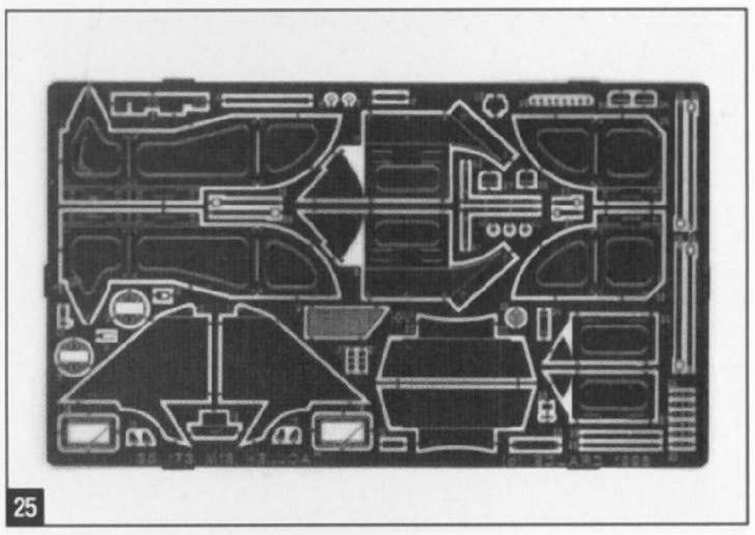












18. The M Model's Tiger I engine set.
19. The new Mirage Universal Fuel Trailer.
20. MK 1/35's GI Pulling Trailer.
21. New Connection's Skoda gun.
22. The New Connection Panzer IV conversion.
23. Eduard's Jagdpanzer IV Armor Plates (one of two sheets).
24. The Eduard GMC truck brass set (one of two sheets).
25. Eduard's M18 detailing set (one of two sheets).
26. The big 'ol PSP Schnell Boat.
27. The detail amidships.
28. The forward 2cm gun.
29. The aft 30mm gun.
30. Roll Call's U.S. Armored Trailer.
31. The Roll Call German Auxiliary Fuel Trailer.
32. Resicast's D7 Armored Cab Bulldozer.
33. The Royal Panzer III L detail set.
34. These photos also show the Panzer III fender set (168).

to-link tracks, for $22.98. Also available in August. Squadron Mail Order is the importer, but we know that VLS will also stock the kits. Your local shop should also be able to easily land them.

Jaguar

Jaguar has really been kickin' some resin butt this year. A deluge of figure, accessory sets and even full kits are dropping everywhere.

The figgy end of it looks like this. **63063, "A Hero's Welcome,"** 2 figures with dock yard base shows U-boat commander being welcomed home, priced at $25.98. **63064, "The Road To Malmedy"** Schwimmwagen Riders, Pair of figures posed after the famous photographs of the Ardennes, priced at $19.98. **63065, Captured GI with Captor, Ardennes 1944**, U.S. GI in winter coat with German captor, includes base, priced at $23.98. **63066, Keep Rolling,** German soldiers pushing fuel drums, 2 figure set with 2 fuel drums priced at $19.98. **63067, "Der Fuhrer" Officers, N. Italy 1945**, 2 figures with round base and stone fence, inspired by famous photographs from WWII. **63609, Normandy Bunker, June 6, 1944**, 3 figures with base and light fixtures depict the first sighting of the Allied fleet by German soldiers inside a Normandy bunker (whew!).

Following up their earlier clothing set comes **63826, German Infantry Equipment**. This is equipment bundled on the ground as if it was just taken off, priced at $4.98. **63827, Russian T34/85 ammo**, $4.98 is more good T-34 fun continuing their excellent series of detailing kits for the DML T-34 kits. **63828, Schwimmwagen wide road wheels**, for Tamiya's new Schwimmwagen kit, includes 2 front, 2 rear and 1 spare, priced at $4.98. This will be a cool item, as it gives the vehicle a real beefy look

Perhaps the biggest news from Jaguar to date is **63901, M551A1 Sheridan (see header photo)**. The will be the first complete 1/35 AFV kit from Jaguar and it depicts the most current version of the infamous tank used in Desert Storm, Somalia and Haiti. The kit will include mostly resin parts, but will also include injection molded tracks and road wheels, and be priced at $99.98. Hoo-ha!

M Model

A totally new entry from Poland, M Model is releasing **35010, Tiger I Radiator Compartments**. This includes fans, radiators and fuel tanks in resin with a very substantial sheet of photo-etched parts.

The resin parts are all cleanly cast and the real star of this set is the etched sheet, which is by Aber of Poland. There are also several smaller sheets of brass which contain the screen inserts for the fronts of the radiators. Neat-o man!

The price on this is TBA, but contact the North American importer Air Connection for retail information at 905-826-7460 or fax 905-826-6764.

Mirage

Mirage of Poland has released **35216, Universal Fuel Trailer**, a complete plastic kit of the small tracked trailer often towed behind the little Renault UE tractor. The kit can be built into three different configurations; Polish, French and French with fuel tank.

This little dude goes for $8.49 and the stock number is MRG-35216.

More availability information can be obtained from Air Connection (see above).

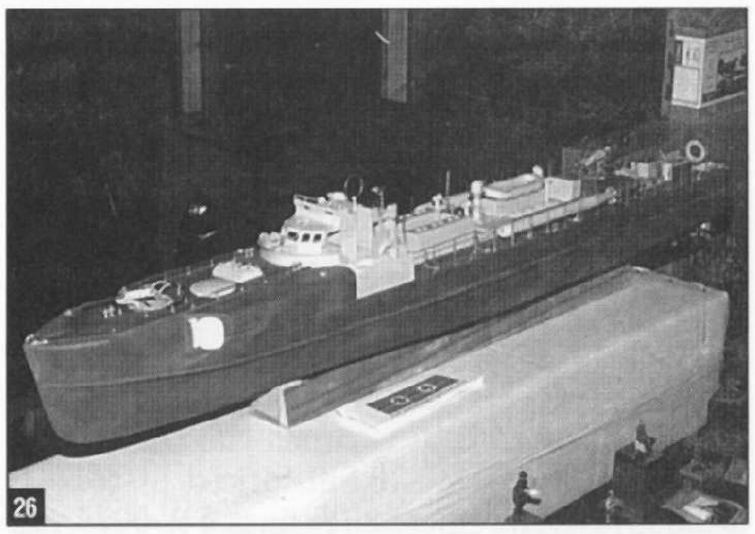
MK1/35

We have dope on a few of the new accessories from this small French company. **A002, Concrete Telephone Pole** is 5 pieces to create the distinctive style poles commonly seen on French roadsides during the war. **A003, Normandy Road Signs**, is a set of five resin sign posts and 16 printed signs. Each of the posts is a different style, all unique to the region they describe. The printed elements provide several choices for each of the posts. **A006, Normandy Crossroads Post**, is a single concrete four-sided signpost and includes four printed signs. **F067, GI Pulling Trailer**, is a trudging figure towing a small trailer. Exact pricing was unavailable, but check with Red Lancers or R&J Enterprises.

New Connection

Just a couple more items we spied recently... Both these kits are price and stock number TBA. The first is a complete installation of a **24cm Skoda gun**, official designation, 24cm Kanone (t) M16 Skoda. This was a Czech gun pressed into service by the Germans and used in France and in Russia as well as on the Atlantic Wall. The kit is complete with the gun's square emplacement.

The second item is the **"Sonderausführung des Panzerkampfwagen IV."** This was a special version of the Panzer IV ordered by the SS that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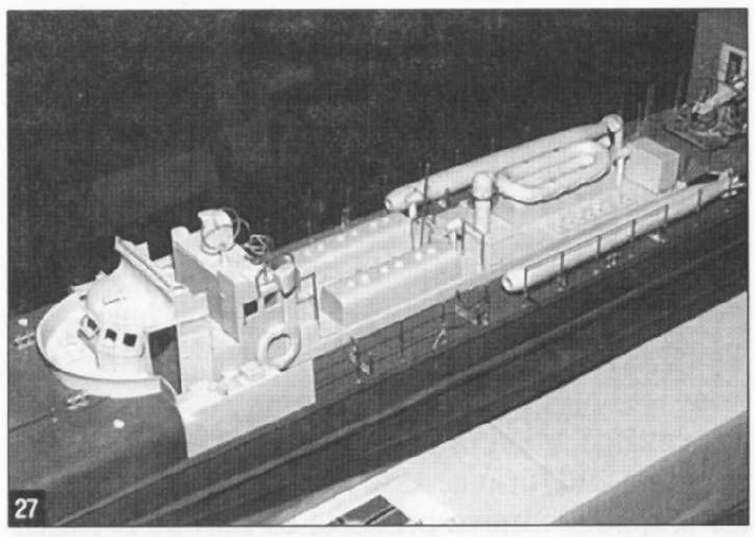
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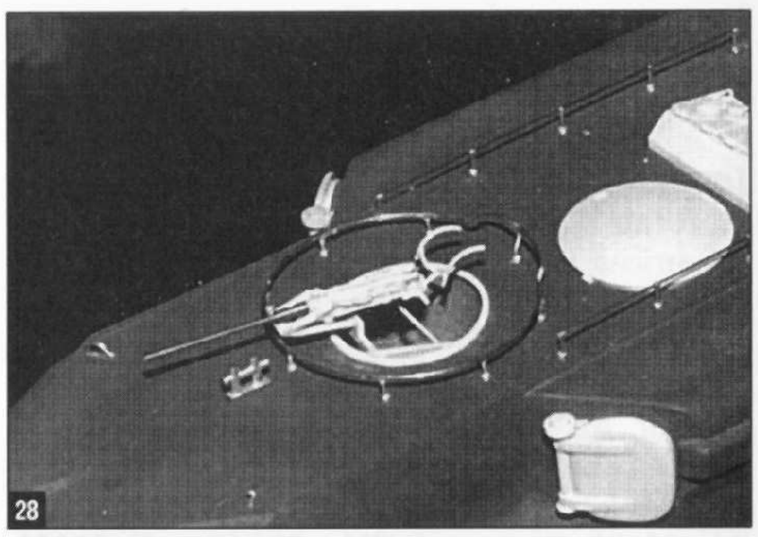
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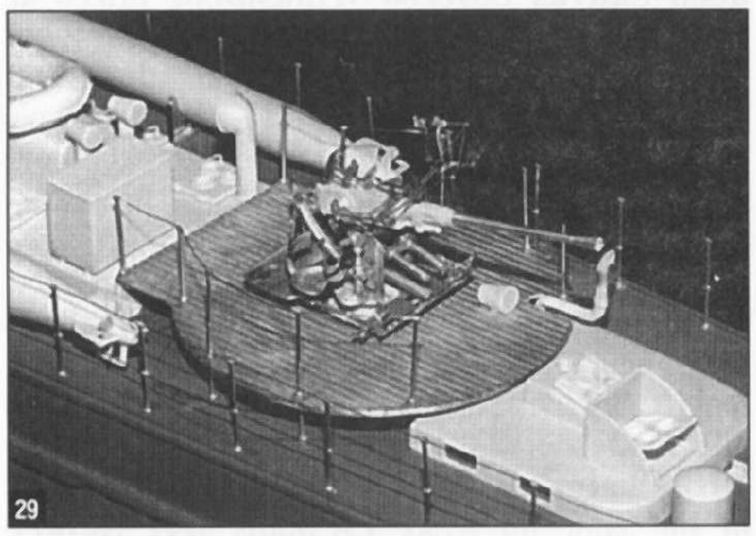
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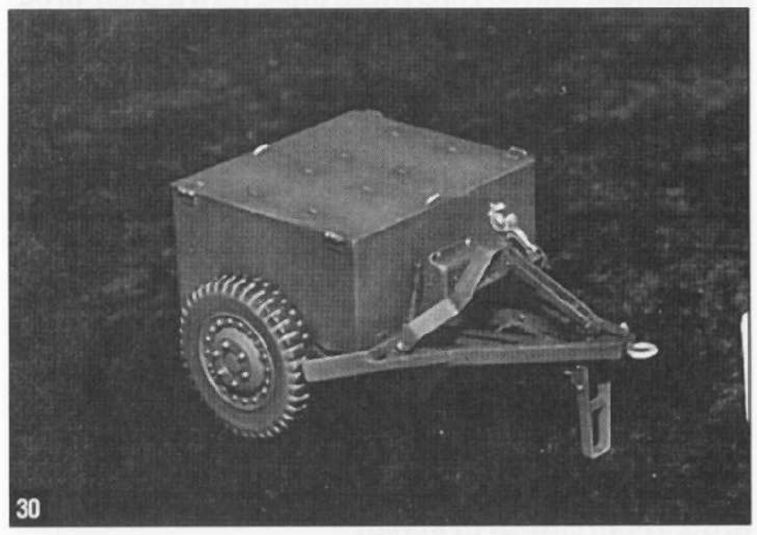
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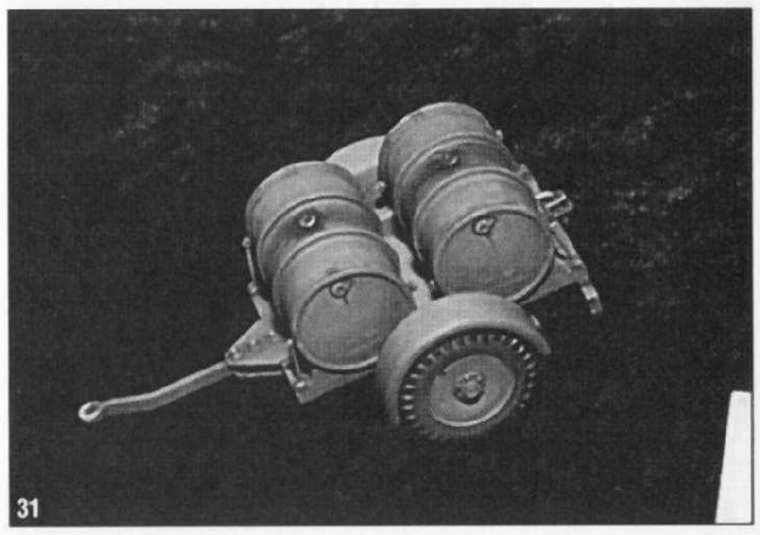
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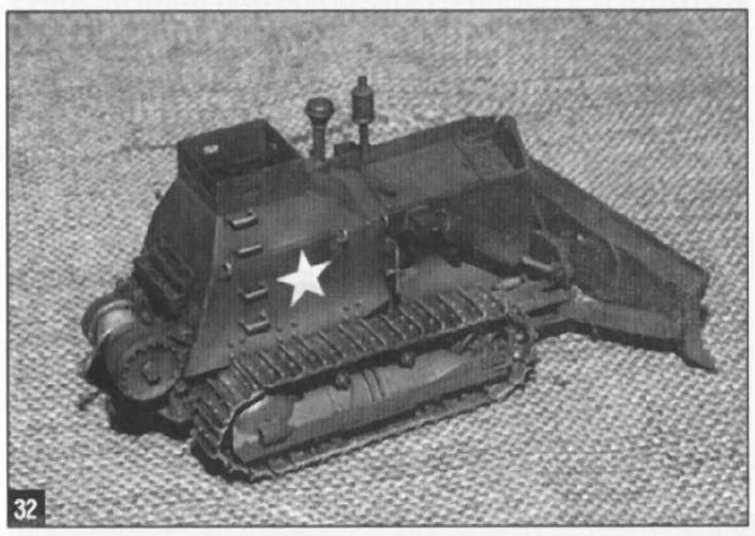
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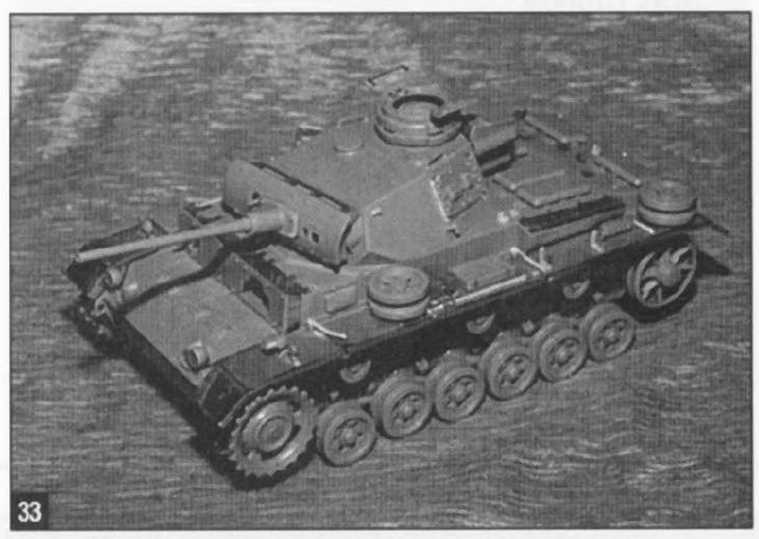
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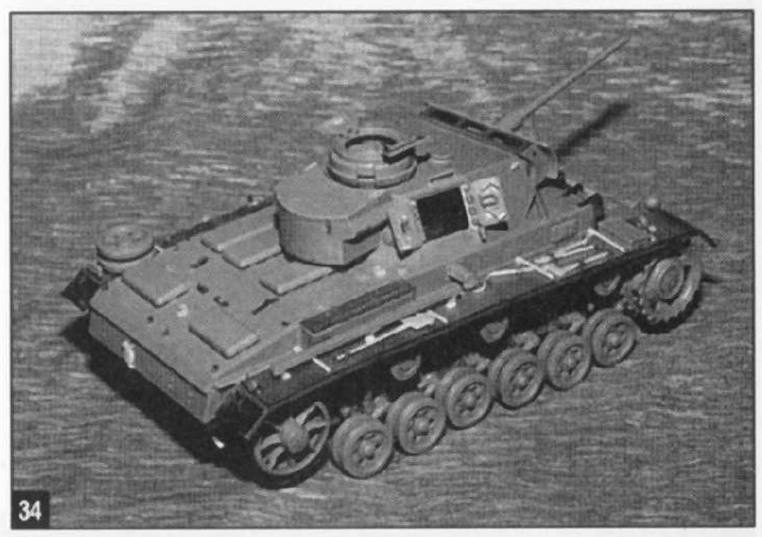
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featured a hydrostatic rear drive. Had this gone into production it would have featured sloped armor and been a significant improvement over the existing design. The kit is designed for the DML series of Panzer IV kits and includes a resin rear hull and metal drive sprockets and detail parts.

Check with New Connection's U.S. importer, Chesapeake Model Designs for information on pricing and availability.

Precision Parts/Eduard

You know, sometimes it's really tough to keep up with these guys! They have got to be doing at least three sheets a month. Take a deep breath and... **35-166, M-997 Ambulance**, brass sheet and acetate gauges for the Minicraft kit, priced at $14.99. **35-168, Jagdpanzer IV L/70**, is two sheets for the older Tamiya kit, priced at $14.99. **35-169, Jagdpanzer IV L/70 Armor Plates**, is a set of two side skirts, again for the older Tamiya kit, priced at $14.99. **35-170, GMC 352/353 Cargo Truck**, is a double sheet of brass, plus acetate gauges for new Tamiya kit, priced at $19.99. **35-171. Panzer 1B**, is one sheet of brass and acetate gauges for the original Italeri kit, $19.99. **35-173, M18 Hellcat**, another double sheet set plus acetate gauges for Academy/Minicraft kit, priced at $19.99. **35-174, T34/85 Interior**, is a single sheet of brass, plus acetate gauges for the RPM kit, $19.99. **35-175, T34/85 Exterior**, an individual brass sheet, again for RPM kit, $14.99. **35-177, M113 "Zelda,"** is one brass sheet and acetate gauges for Academy kit, priced at $19.99.

For more information on ordering or where to find Eduard parts, see the Precision Parts ad in this issue.

PSP Maquettes

PSP, from France, is about to release a **1/35th Schnell Boat**. These boats were the rough equivalent of the American PT-Boats of WW2 and fired torpedoes from tubes mounted into the front hull. The kit is truly massive and the hull is molded in expanded foam. This, in turn, contains a number of open sections which receive highly detailed resin and white metal subassemblies. The various weapons on board are chock full of detail and lovers of all things large will simply have to have one.

The official name of this kit is Schnellboot Typ S 38 and the kit number will be SL 351. Squadron Mail Order will be importing a few of them this year, although they had not arrived as of this writing. We have no word on the price, but think in the $400.00 range.

The Roll Call

This English company is better known for historical figures, than armor, but they have introduced two small, but intriguing items. The first is **2001, German Auxiliary Fuel Trailer**. This is the type commonly seen towing behind Panzers, especially in Russia. The second item is **2002, M8 Armored Trailer** and this is a U.S. trailer that was frequently pulled behind the Priest 105mm SPG.

Both kits are cleanly cast resin and the manufacturer is no slouch in this department.

For more information contact, The Roll Call, Hoar Park Craft Village, Ansley, Nuneaton, Warwickshire, England, CV10 OQU. Fax: (0)1203 394499.

Resicast

We've had a peek at the latest incarnation of the **D7 Bulldozer** and we bring it to you. This is the armored "UK" version and it was a common sight on the British and Commonwealth beaches on D-Day.

The kit number is 35.143 and we have yet to get a firm retail. The UK price on the first kit is £68.00 so that should provide a yardstick. Resicast products are sold through The Red Lancers or direct from Resicast at 517 Vieux Chemin de Binche, B-7000 Mons, Belgium. Fax: 32-065-35-18-65.

Royal Models

Another of those wicked little detailing sets is inbound from Royal. This time it's for the Tamiya **Panzer III L kit** and it includes a full set of fenders in brass, plus other etched detail parts. Resin parts even include naked fire extinguishers and the small cast turret hooks. Schwing! This will be number 167 and retail for $21.95.

Get a load of all this: **168, Panzer III and StuG III update**. This includes photo-etch fenders and front and rear mud flaps, plus resin fender supports for all Panzer III and StuG III kit for $24.95.

170, M24 Chaffee, resin and photo-etch update is fun for the Italeri kit at $29.95. **173, Kübelwagen**, is a resin and photo-etch update set for $18.95. **176, German vehicle jacks with blocks and brackets** is $5.95. **179, German field Flak range finder** on tripod is $9.95.

The final item is a super-duper update set for the new **early Tamiya Tiger kit** (35216). This is 158, Tiger I update and it's priced at $29.95.

Check with the U.S. importer, Chesapeake Model Designs for current info on any of these products.

Tamiya

A fair amount happening with the big T. First off, prices have lowered in general pretty much across the board. You'll note in many of the items listed below that the prices are lower than usual. This should also be the case for much of the remaining year.

Tamiya is doing a limited re-issue of several of its older kits from the seventies. The list goes like this. **35036, German SdKfz. 232 (8-rad)**; **35039, U.S. M3 Lee**; **35041, British M3 Grant; 35042, U.S. M3 Stuart; 35059, T-34/76 1943 Production Model; 35074, Tent Set; 35097, M5A1 Stuart; 35110, M8 Howitzer Motor Carriage** and **35115, German SdKfz. 250/9**.

In new stuff, we get another **Tiger I,** this item the **initial production version**. The kit contains one new sprue of parts for the version used in Tunisia by the 501. These parts were actually unit modifications, rather than specific production features, but we're glad to have them anyway. This kit is stock number 35227 and it retails for $39.00.

In addition to the **Steyr kit**, there is also a photo-etch grill set available for it. This is 35226 and it retails for $5.25.

The biggest news, of course, is the spankin' new **M8 Greyhound Armored Car.** This kit has never been done before by Tamiya and it should be awesome. The stock number here will be 35228 and it will retail for $30.00 when it's released in September.

A new **Allied Vehicle Accessory Set** is up. This is stock number 35229 and it will consist of gas cans, fuel drums and folded cloth stowage. This is obviously intended for the new Tamiya 2.5 ton truck. Interestingly, this item was displayed at the Shizuoka Hobby Show in Japan recently on a deuce and a half that had an MG ring installed on it. Nothing like this has been mentioned, but it's obvious that we will eventually see another kit. How about that?

We are hearing an awfully strong buzz on a **Tamiya Dragon Wagon**. Yep, that Dragon Wagon. Now we don't like to discuss such things until we can confirm them, but the scuttle-butt is really running fast and furious. It turns out that the lead time for shipping Tamiya products to Europe is rather substantial and so reps there must hawk their products well in advance of their release. So a lot of this Dragon Wagon stuff is mostly emanating from that direction and therefore makes sense. We also know that Tamiya has already begun shouting about the thirtieth anniversary of its Military Miniatures line in 1999 and this subject would be a very appropriate celebration!

The rumor we are hearing has the kit being configured as the armored cab version and will include the later M15A1 trailer. This opens many more historical opportunities such as WW2, Korea and Israeli. The anticipated release date would be around Christmas in Japan.

Stay tuned!!!

Tank Workshop

Every so often these guys just sort of erupt new products. It also seems like everything they do is plain neat-o. Here is the latest list in more or less numerical order. **TW-0066, M3 Halftrack open drive sprockets and idlers w/tracks** for $12.00. This is an accurate replacement set for any of the Tamiya kits. **TW-0067, M4 Early Sherman Hull**, with forward vision ports, priced at $16.00. **TW-0068, M4A1 Early Sherman Cast Hull**, priced at $16.00. **TW-0069, M4A3E2 Jumbo Sherman Hull**, priced at $16.00. **TW-0070, M4 Composite hull**, another conversion for either Tamiya Sherman kit, priced at $16.00. **TW-0071, M4A1 Early Appliqué** also for the Tamiya kits, priced at $16.00. **TW-0072, M4 Welded Hull**, also priced at $16.00. **TW-0073, M4A3E2, Complete Jumbo Conversion**, priced at $42.00, works with, you guessed it, the Tamiya kits. This includes the nose, upper hull, turret and a turned gun barrel. **TW-0074, M4 Hull Detail Set**, priced at $6.50 is detailed tools and other hull fittings. **TW-0075, MB Jeep Canvas Covered Windshield**, priced at $3.50 is a single resin piece for the new Tamiya kit. **TW-0076, M4 Early Suspension**, priced at $17.00 makes up a full set of the swept trailing arm type. **TW-0077, M34A1 Mantlet**, priced at $3.00 contains raised casting numbers. **TW-0078, M977 Wheel Good Year Tire** and **TW-0079, M977 Wheel Michelin Tire** are both $20.00 each and are both replacement sets for the Italeri Hemmit. These sets include the legendary TWS "bulged" look. **TW-0080, Hummer Tires with Chains** is just that for $10.00. **TW-0080, Hummer Tires with Chains, Aggressive Pattern Tire**, is more of the same for $8.00. **TW-0082, M41 Walker Bulldog** is a detailed canvas covered mantlet and a muffler assembly for the old Tamiya kit, priced at $12.50. **TW-1066 is German Gas Cans w/Grenade attached**, a pack of three for $2.00. **TW-1067, Pz III/IV Metal Ammo Canisters** also contains rounds for $8.00. **TW-1068, Israeli Water Jugs,** priced at $4.00. **TW-1069, Israeli Road Barricades**, a selection of 55 gal. drums filled with earth for $5.00. **TW-1070, German MG Bags**, priced at $5.00 is a selection of opened and closed hanging type bags for external and internal MGs.

NEW ITEMS • NEWS • NEW ITEMS • NEWS • NEW ITEMS • NEWS

We've moved into larger quarters recently to expand our production capabilities and offer you more of our CMD products. We'll also be able to import even more great products from manufacturers like ***Friulmodelissmo, Royal Models, New Connection*** and ***Precision Models***. We've added staff to handle more of the day-to-day administration and office work and to help us to better track inventory and orders and assist with shipping your orders. Finally, we've upgraded our computer system, again to aid us in inventory and order tracking. You can still reach us by mail at CMD, P.O. Box 393, Monkton, MD 21111. Our new telephone/fax number is **410-357-5496**.

If you want to place an order, please write or fax us your order. If you have a question about one of our products, please fax it to us and we will respond as quickly as possible. If you include a fax number, we can fax a response to you. We would love to "chat" with all of you, but that would take us away from working to fill your orders. Thank you for your business and we hope we can rely on your continued support in our new home.

C.D. Yoshi figures

CDG-01	German Motorcyclist	$11.00
CDG-02	German Commander of 12th SS Armored Regiment "HJ" Max Wünshe	$11.00
CDG-03	German Cook & Dog	$14.00
CDG-04	German Wounded Officer, Berlin 1945	$11.00
CDG-05	German Infantryman and Dog	$14.00
CDG-06	German Sturm Artillery Officer, Russia 1943	$11.00
CDG-08	German Tanker at Ease, Shirt	$11.00
CDG-09	German Tanker at Ease, Sweater	$11.00
CDG-11	German Vehicle Crewman (M-43 coat)	$11.00
CDG-14	German Wounded Tanker Rider	$11.00

New items Royal Models

158	Tiger I update set (early production, not initial)	$29.95
167	Panzer III L update set	$21.95
168	Panzer III and StuG III fender set	$24.95
170	M24 Chaffee update set	$29.95
173	Kübelwagen update set	$18.95
176	German vehicle jacks	$5.95
179	German field Flak range finder on tripod	$9.95

New items from Precision Models and New Connection now in stock with more to come!

Friulmodellismo

New Pinned System Sets

Each set includes right and left side links with openings at the ends of each link and semi-soft aluminum wire to create the "pins."

ATL-43
Cromwell Mk. IV
$39.95

ATL-44
sWS German Halftrack
$39.95

Dealer inquiries invited
Available directly from CMD - Please write or fax only:
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Chesapeake Model Designs

In Canada:
S&D Model Acc., P.O. Box 35163, Westgate P.O. Ottawa, Ontario K1Z 1A2 Canada 613-224-6209 Fax

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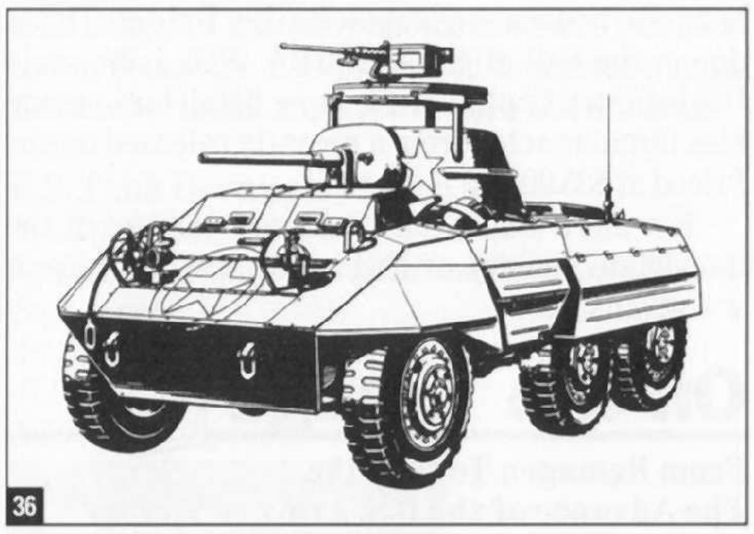

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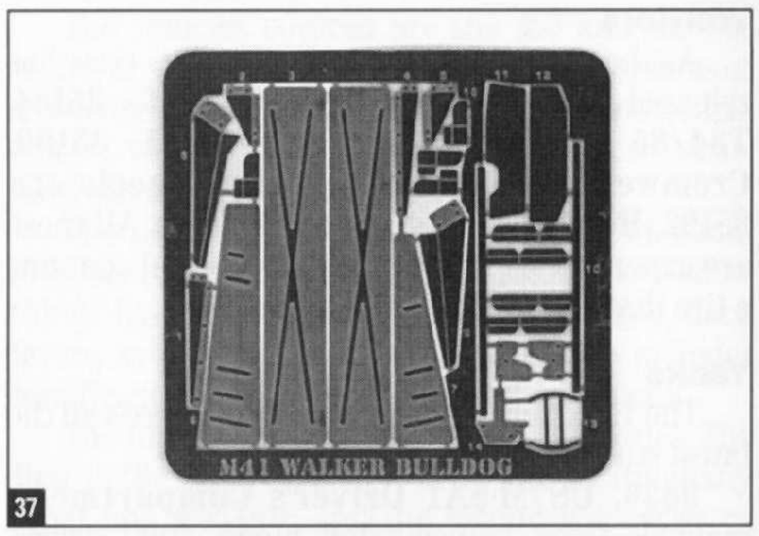

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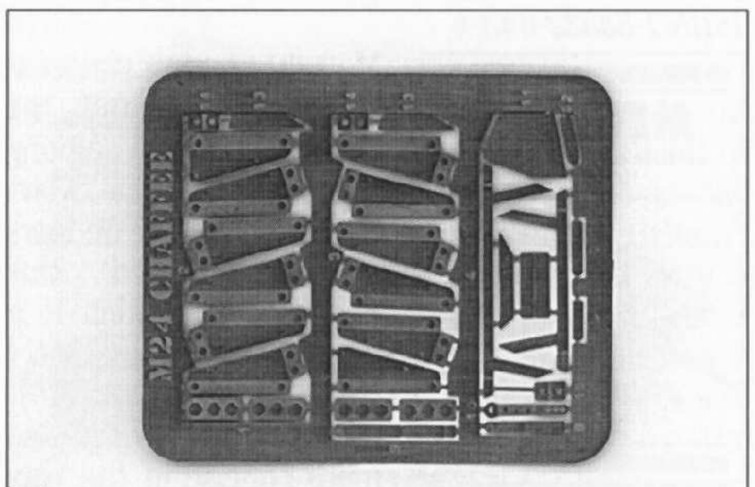

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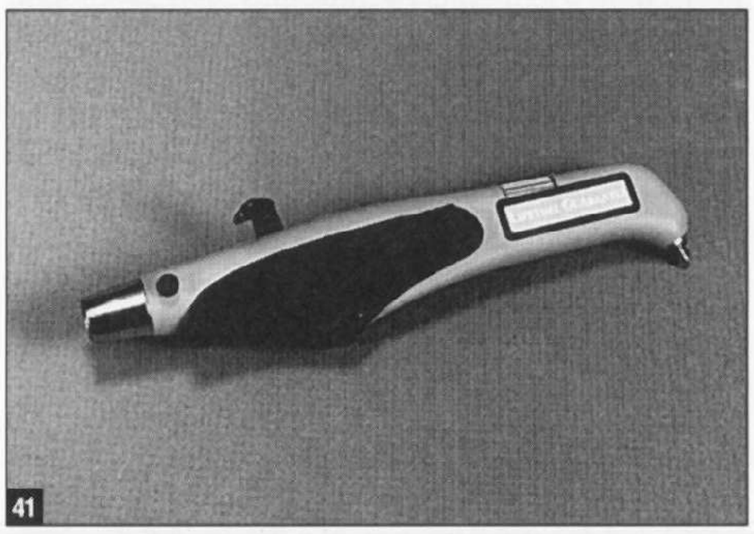
35. Tamiya's newest Tiger I, the initial production version.
36. The new Tamiya M8 Greyhound Armored Car.
37. Tank Workshop's new M41 photo-etched set also includes resin parts.
38. The M24 detail set from TWS.
39. Tank Workshop's HEMMT wheel set, Good Year pattern.
40. The TWS HEMMT tires, Michelin pattern.
41. Testor's Model Master A470.
42. The Testor's A270 Airbrush.



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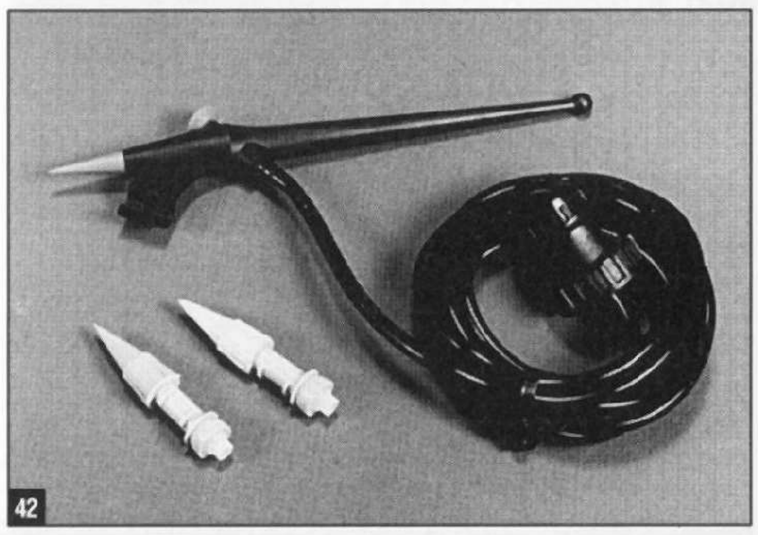

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Under the Ordnance Models label (the name that TWS stuff is sold under in Japan) we have the following. **A07, GPW Detail Set**, converts Tamiya Jeep to Ford GPW, priced at $10.95. **A08, Jeep Cargo Rack**, priced at $6.95. **A031, M41 Walker Bulldog Detail Set**, priced at $10.50 is brass bits for that old Tamiya doggie. This includes a couple of resin parts, too (also see 0082 above). **A032, M24 Chaffee Detail Set** is yet another brass fun pack, priced at $8.50.

All of the above products are now available through VLS Mail Order.

The Testor Corporation

The Testor Corporation is introducing a completely new formula of acrylic paints, **Model Master Acryl Paints**, and a comprehensive line of modeling accessories. The new Model Master Acryl Paint water-based formulation is certified non-toxic, is non-flammable and has a very low VOC level. The Acryl line features 140 of the most popular high-gloss and flat-finish colors from the Model Master enamel line. The colors come from 7 categories: Figure Model Paints, Finishing Materials, General Purpose and Car Colors, Federal Standard, Luftwaffe (RLM), Armor (RAL, International, Modern), and ANA/RAF (WW2 US/UK). All colors are packaged in 1/2 oz. bottles for $1.99. Clear Gloss, Semi-gloss and flat finishes are also packaged in 1 oz bottles for $2.59.

The new line of accessories includes: **Red Putty**, for filling seams and small imperfections, $4.99; **Krome Foils**, micro-thin adhesive-backed foil for chrome trim and natural metal finishes, $5.99; **Tack Cloth**, cleans away dirt and dust without leaving behind residue, $2.95; **Straight Tweezers**, 4 1/4 inch fine point tweezers, $3.95; **Locking Tweezers**, 6 inch curved tip negative locking tweezers for holding small parts while painting or gluing, $4.95; **Pin Vise with 6 Drill Bits**, provides 4 opening diameters for kit assembly, super detailing and scratch building, $12.95; **Needle File Set**, set of three 4 inch files, including round, half-round and square profile, $4.95; **Detail & Fine Line Thinner**, 4 oz. for spraying fine lines and details; **Airbrush Cleaner**, 4 oz. for cleaning water-based acrylic paints, **Dried Paint Solvent**, cleans dried paint from brushes, airbrushes, nozzles, $3.95.

And speaking of airbrushes, check out the photos of the new design for the **Model Master A470** unit. It now features a "sure-grip" type handle and also includes improved designs on accessory items like paint bottles and spray cups. We use one here and greatly dig it.

Also shown is the **A270 Airbrush**, a single action brush. This is newsworthy due to its .46mm tip which would allow for precise camo work. We are currently checking this one out and we'll keep you posted on how it's working.

Testors also is introducing a series of interactive CD's for modelers of all skill levels. **Volume 1 of How To Build Plastic Models** features (unfortunately) airplanes. They are formatted in both Mac and Windows, although our Macs tended to choke on them. Windows users reported no problems. The CD's will retail for $24.95.

These CD's make great companions to Testor's brand new 155 page **Model Master Modeler's Technical Guide**. Four-color photos show detailed examples of techniques, common problems and how to solve them. This ring bound book will retail for $19.98.

For more information on any of the above, check out the Testors Hotline at 1-800-962-6654 or on line at www.testors.com

The VLS Corp.

VLS has been going crazy picking up new lines for their mail order arm. Lots of cool stuff (and more in the works—shhhhh!)

VLS is now the agent for the **Nuts & Bolts** series of reference books. Good news for those of you who weren't thrilled with the prospect of sending cash to Germany!

We mentioned the new figure line, **Comrades in Arms**, in issue 15 and this is now being imported by VLS. The line will feature figgys by Rendall Patton and Peter Morton.

Other recently added lines are the **Cavalier resin zimmerit sets**, the **ICM** line of injection molded armor and **ModelKasten** series of workable track links.

For more information on any of this stuff, sign-up for the VLS Bulletin by writing to The VLS Corporation, 811 Lone Star Drive, O'Fallon, MO 63366 or phoning to 314-281-5700 or faxing to 314-281-5450. Or... you can do the internet thing via www.vls-vp.com

Warriors

As they have in the past, the Warriors crew has released a few useful armor bits. Look for **35184, T34/85 Damaged Roadwheels #1, 35190, Cromwell MkIV Damaged Roadwheels** and **35192, Hetzer Damaged Roadwheels.** All these are expertly cast in resin and each wheel contains a tire that shows damage and wear.

Yanks

The Yanksters are busy these days. Here's all the latest stuff that is out now or nearly now.

9636, US M-5A1 Driver's Compartment, includes floor, transmission hump, final drives, seats, new glacis with underside detail and more, priced at $26.00. **9711 US M8 Howitzer Lower Hull**, interior set same as above but complete interior without turret. Includes hull sponsons, rear firewall, ammo storage, radio, seats. Priced at $30.00. Both these sets are for the Tamiya kits (of course).

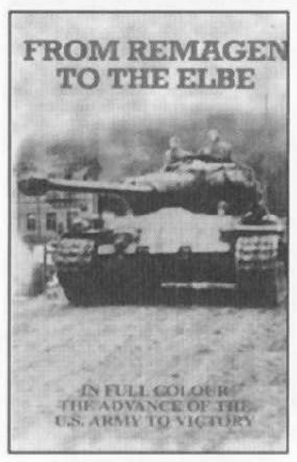
9720, US Willy's Jeep Tire with snow and mud chains, set of 4 correctly mounted chains for the new Tamiya jeep, priced at $6.75. **9721, USMC dog handler**, depicts a battle weary Marine from the Bouganville campaign with man's best friend, in this case a Doberman. Priced at $11.50.

Stuff coming very soon includes **9722, US Red Ball Express Cargo Load #1,** is a nifty 1 piece drop-in cargo load for the new Tamiya 2.5 ton truck. It's basically miscellaneous ammo crates partially covered by a tarp. Price on this is TBA. **9723, US Infantry Treadway Bridge**, is three sections of bridge, price TBA. **9724, US Engineer Assault Boat**, is the typical flat bottom boat used as pontoon, river crossing assault boat and for floating small artillery pieces across rivers. Price TBA. 9725, is a complete set of all the proper scale girders and beams to make a single span **Bailey Bridge.** This is due in the Fall of '98, price TBA. 9726, 1/9th scale U.S. Infantry Captain Bust, super detail bust resembles familiar actor from a recently released movie. Priced at $35.00.

For more skinny on Yanks see their ad in the immediate vicinity or check out their web site at www.yanks. com

On the Tubage

From Remagen To the Elbe,
The Advance of the U.S. Army to Victory
Chronos Films
approximately 60 minute color video
U.S. price $29.98.



Wow. One more time: Wow. One complete hour of nothing but color footage of Jeeps, Shermans, trucks, half tracks and Pershings. Are we in heaven? No, but at least we have the guys at Chronos to provide that illusion.

This tape will provide more than just 60 minutes of viewing time, as you view it over and over and just about wear out your replay button. There is much to be discovered here and little known details abound in this footage. We even spied "Thunder Bolt," possibly Creighton Abrams last tank of the war along with shots of tank towed ammo trailers, German uniforms and our beloved Pershing on the prowl.

The only negative thing we can say about the tape is that it does contain several minutes of aircraft footage. Oh well. We still feel that this tape is worth every penny and we suggest you snatch one up while they are still available.

Available exclusively through Squadron Signal Mail Order in the U.S.

Book Reviews

Merkava, Main Battle Tank 1977-1996
by Samuel M. Katz & Peter Sarson
Osprey New Vanguard Series 21, 1997
Soft cover
48 pages, B&W with color plates
$12.95
ISBN 1-85532-643-4

MORE HAPPY TANK FUN FROM Osprey. This (and the following title) is among the newest in the "New" Vanguard series. We have always enjoyed this new format, which is a bit more graphically pleasing to the eye. Most of the new titles are also more concise in the way they cover the subject.

The Merkava title is most welcome as there is very little in the way of a comprehensive look at this somewhat mysterious vehicle.

The Merkava was first developed as a replacement for Israel's aging fleet of Centurions. It is probably one of the most unique tanks used anywhere in the world today, as it was designed specially for the type of combat that the Israeli Defense Force has been, and will be, engaged in.

The tank's origins and development are covered

S&J Hobbies

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Academy/Minicraft	Resi-cast	Cornerstone Models
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ADV/Azimut	ESCI	Stencilit
Chesapeake	Gunze Sangyo	Heller
Italeri	Custom Dioramics	Warriors
Testors	Fujimi	Jim Shirley Prod.
Kirin	Curbside Dioramics	New Connection
Tank Workshop	Glencoe	Royal Models
Accurate Armour	Gulf Stream	PSP Maquettes
Jaguar	Aber Photo Etch	DES Kits

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and some fascinating photos of the prototype and the mock-ups are shown. What follows is a thorough run-down of all the marks (the Israelis do it British style), including more than we expected on the Mk.III. As is typical of the series, all this is accompanied with line drawings and is topped off with Peter Sarson's wonderful color plates and center color cutaway.

Challenger, Main Battle Tank 1982-1997
by Simon Dunstan and Peter Sarson
Osprey New Vanguard Series 23, 1998
Soft cover
48 pages, B&W with color plates
$12.95
ISBN 1-85532-485-7

MODERN ARMOR LOVERS ARE going to get a kick out of this title. It covers the development of Britain's newest MBT. The story is told in detail and starts with the sale and modification of the Chieftain to the Iranians during the regime of the Shah.

There is some interesting stuff in here about the development of Chobham armor and the influence of British MBT research on the design of the XM-1.

Once they get into it, there's tons of interior and exterior shots of the various marks and excellent coverage of the Rhino CRAARV, which is based on the Challenger.

The book is quite timely and covers the deployment of the Challenger in Desert Storm and right through to the IFOR and SFOR missions.

Like the earlier title, this is also packed with line drawings and those awesome Sarson plates.

Panther in Detail
Bruce Culver & Uwe Feist
Ryton Publications, 1998
Hardcover
181 Pages, B&W with color plates
$39.95

For those of you who missed the earlier Panther title from Ryton, we've got some good news. It's back. Sort of. *Panther in Detail* is actually more like a sequel or a follow-up. It contains much the same material but it's presented in a somewhat modified form. Many of the photos are arranged differently and some are larger and cropped to show more detail. The edition is every bit as good as the first title. The only significant physical difference is the cover, which is a laminated hard cover with no outside jacket.

So, if you missed it the first time, scurry out and grab a copy of this baby before these are gone, too. Ryton books are always printed in limited quantities and we doubt anyone will get a third chance!

U.S. Tank Destroyers In Action
by Jim Mesko
Squadron/Signal Publications, Armor #36, 1998
Soft cover
49 pages, B&W with color plates
$7.95
ISBN 0 89747 385 x

DID YOU SAY ARMOR #36? Wow, I guess we're older than we thought. This is the very latest in the long line of "in Action" books from Squadron Signal. The title certainly is a valid one and it's surprising that it hasn't been covered before.

The book is pretty comprehensive with brief coverage of all the U.S. WW2 tank destroyers. This starts with the rather pathetic M3 and M6 pop-guns and runs right though the M10, M36 and the M18.

The photo selection is fresh, and the shots includes several which are either large or whole page size. There's nothing we hate more than the ol' postage stamp effect ("is that a tow-hook or a tree branch?").

Like all the others in the series, this one is accompanied by line drawings of all the variants and the now famous color center section. The illustrations all are excellent, but the two on the back cover always leave us wanting more.

Always the best value in books, any title in this series is well received. Good timing on this one, too, with the M18 and possibility other styrene action on the horizon.

GMC CCKW 353 & 352
The Workhorse of the Army
in Czech Private Collections
by Frantisek Koran & Jan Mostek
Wings and Wheels Publications,
Special Museum Line #3
Soft cover
70 pages, B&W and Color
$18.00
ISSN 1211-0671

SOME OF YOU MAY RECALL the earlier titles from these wild men. The series only includes two other military vehicle subjects, the BMP-1 and the Opel Blitz. The concept is simple: craploads of full color and black & white photos of existing vehicles, both overall and close-up details, plus a little history and a healthy dose of line drawings.

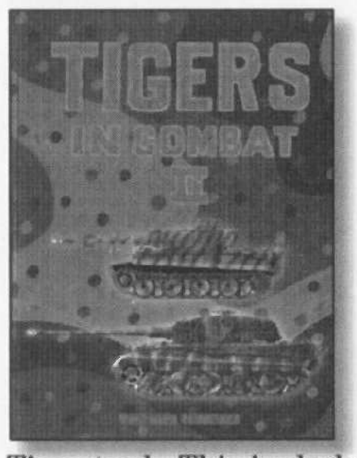
The vehicles covered are the 353 and the 352 which are the long and short wheel base versions of the deuce and a half respectively. The photos illustrate a variety of vehicles including the soft cab, hard cab and a hard cab shop van.

The photos themselves are a wealth of detail information and the camera goes real close to show things like latches, clasps, mounting points, bars, levers, switches—you name it. This also includes terrific close-ups of the engine and drive train.

The line drawings fall into two categories. The first is the basic side view drawings of the many types and variants, and the second is a series of detail drawings illustrating particularly complex details like the over head MG mount, or chassis components.

The book's a true winner, especially for the money and well-timed given Tamiya's recent kit. Wa-hooo!

Tigers in Combat II
by Wolfgang Schnieder
J.J. Fedorowicz Publishing
Hardcover
422 pages, B&W with color plates
$95.00
ISBN 0-921991-39-8



They're baaaack! The long-awaited second volume of *Tigers in Combat* is finally in our hot, sweaty little mitts. It was worth the wait, we can tell you that. For those of you who missed it, *Tigers in Combat* is the complete history of all the units that fielded the Tiger tank. This includes a complete written combat history, a thorough unit diary, extensive photographic coverage and yummy color plates.

The author is an officer in the current Panzertruppe and he has drawn extensively on the recollections and collections of surviving veterans to create an unprecedented historical picture of these units.

This not only makes it a superb reference for the modeler but also for anyone with an interest in WW2 history. The diaries are an amazing cross reference for other works of the period. This is really a one-of-a-kind project.

The original book covered all the Wehrmacht heavy tank battalions and this second book covers all the other "specialized" units that fielded the big cat. This includes Großdeutschland, the SS Panzer regiments and heavy companies, as well as all (and we mean all) the many smaller units that used the Tiger.

The price is high, but this is a once in a lifetime chance to obtain this type of information. But don't wait long if you can afford it; *Tigers in Combat I* sold out quite quickly and copies are now very tough to find. Get it?

Editorial, from page 2

expensive, but very efficient. 4. Don't do anything. Yep. As of issue 16 we are changing a few things, hopefully for the better. First and foremost, third class is history. A ghost. Our 2nd class periodical permit is currently pending and all future issues (perhaps even this one) will be shipped this way. The USPS has assured us that this method is faster and represents the very fastest method for a publication of this type.

We have also now begun conducting the fulfillment process in Florida, rather than Connecticut. RZM will still maintain and take subscriptions, but the actual mailing will take place here (or near here). This will give the subscription issues a lead time of at least a week over the others. I am hoping that this will create the much sought after simultaneous release effect (and also bring the planets into alignment).

Now once this is all said and done, an issue still may reach your local shop before your mail box, but the difference should be days instead of weeks. And if you still aren't satisfied, you have the other suggested options.

As always, we are here to fix things. If you have a problem I want to hear about it. My e-mail and other information is listed to the right of this column. Drop me a line. After hours the phone is equipped with a full suite of voice mail options. Give us a shout and let us know what's going on.

—Pat Stansell

Dangerous Derrflinger

Converting and detailing the DML StuG G kit

1

Facing the vast numerical superiority of Soviet tanks in 1942, the duties of the successful assault gun units changed. Introduced originally to spearhead infantry attacks and to break enemy resistance, the necessity of fighting tanks became more and more essential. So assault gun units had to take over the main battle tank role, all too often leaving the infantry without support. Parallel to this development, the short barreled 7.5 cm gun was dropped in mid 1942, giving way to longer caliber guns. The first version to be equipped with the powerful L/43 and L/48 guns was the Ausf. F and some months later the F/8 followed. The combination of low profile and firepower proved to be deadly. In many combat situations the StuG units had more success than the Panzers. Due to design improvements and simplification of manufacturing, a new version was introduced in November/December 1942: the Ausf. G. The first production lot of the Ausf. G showed many similarities with the Ausf. F/8. The hull and engine cover were used without alterations, however, the casemate was heavily redesigned. It was wider than the earlier version, eliminating the unfavorable side bays. The track covers had to be adapted, leaving a prominent sloped section in front of the casemate. The commander was provided with a shallow cupola with 7 periscopes, an improvement long since expected. The casemate's and hull's frontal armor was reinforced by screwed-on 30mm plates, resulting in 80mm armor.

Compared to the later Ausf. G, there were some other minor differences. The fighting compartment ventilator was placed on the casemate's roof plate, between the crew hatches. This location resulted in many ventilators being destroyed in combat, so this was later relocated to the rear plate. The gunner's periscope protruded through the roof plate without any protection. Since shrapnel splinters could get into the vehicle, this was not satisfactory and a protective plate was retrofitted. The casemate's front plates were somewhat steeper and had a slope of only 20°. Again this was a dangerous "bullet-catcher." To improve ballistic protection, a few vehicles were provided with narrow 30mm plates here as well.

It is not known how many units of this first production lot Ausf. G were produced. The first vehicles were sent to the eastern front in December 1942. The author knows of deliveries to the StuG.Abt. 226, to the StuG.Abt. (SS) "Das Reich" and to StuG.Abt. (SS) "Leibstandarte Adolf Hitler."

The model

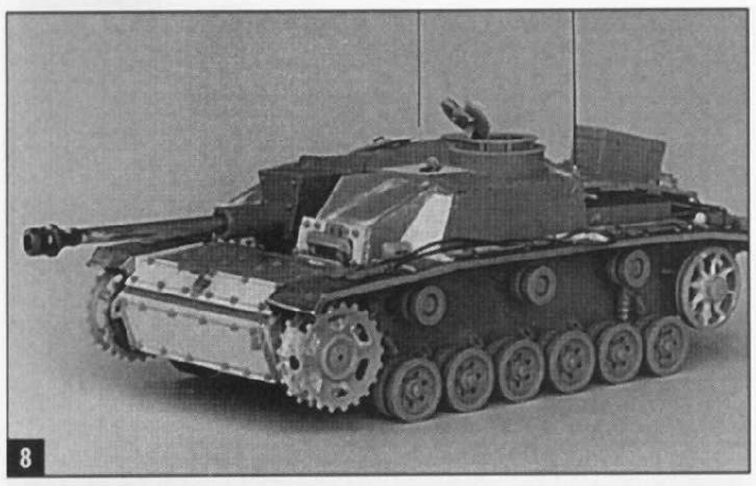
The DML kit of the StuG III Ausf. G is a pretty good model. It served as the base kit for this conversion. All minor flaws were deleted and detail improvements were added wherever possible. I decided to make the "Chefgeschütz," the battery commander's vehicle of 2nd/StuG.Abt. (SS) "Das Reich," a vehicle showing many distinctive peculiarities.

According to the construction plan, I started construction with the hull, including the running gear. I then added the transmission cover of the Ausf. G. The complete engine cover, however, was taken from an old Ausf. F/8 kit, since this depicts the early version (with straight welding seams). I glued it in place after removing the track covers. All joints required filling with putty and were sanded.

Now the casemate was transformed to the earlier state. The lateral front plates were much steeper, all respective parts of the later version were carefully cut out. The new slope was created using

(text continued on page 16)

1. "Prinz Eugen," a vehicle of 2nd/ StuG.Abt (SS) "Das Reich" moves towards Kharkov. It is provided with "Ostketten" widened winter tracks. This is a very early vehicle featuring the lateral sight device of the driver. (Photo W. Schneider) 2. Brand-new Ausf. G (early) during a roll call!. These vehicles of an unknown unit show a neat winter washing; the guns, however, seem to be dark gray. (Photo Schneider). 3. The 30 mm bolted-on extra armor is evident here. Note the apertures above the driver's visor. (Photo Rothert). 4. This StuG III was camouflaged with chalks, the stripes being evident. A lot of extra equipment is stowed on the engine deck. All dangerous areas are secured by extra road wheels and tracks. (Photo Schneider). 5. This early ausf. G belonged to "LAH." Again another type of wooden crate was placed onto the engine deck. Also difficult to spot, this vehicle is a command vehicle with a star antenna mounted on the right corner of the superstructure. (Photo Schneider). 6. This fine photo allows a view onto the roof. The ventilator and the open periscope aperture are evident here. (Photo Rothert). 7. "Florian Geyer," another StuG of "Das Reich." The large crate typical for this unit is evident. (Photo W. Schneider)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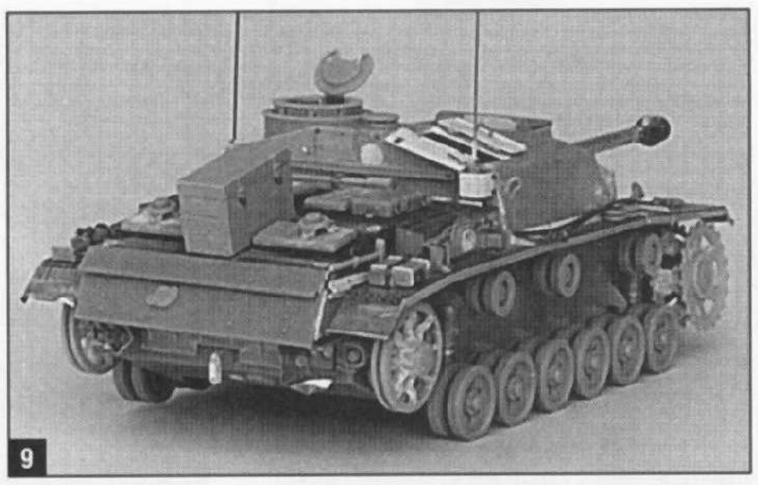
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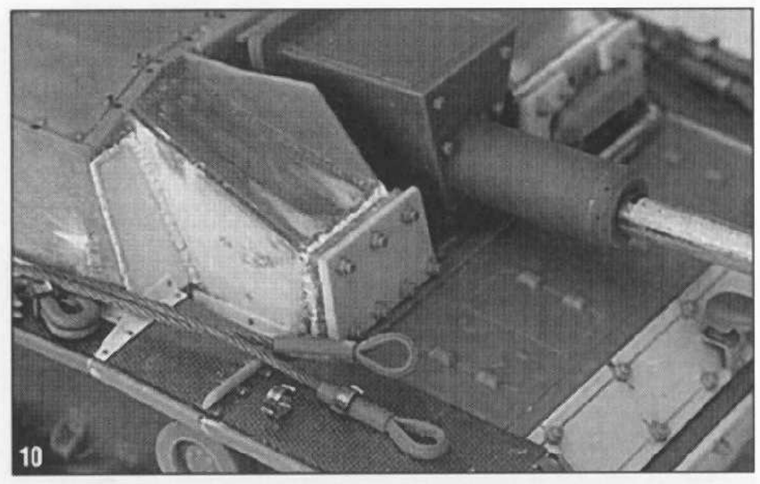
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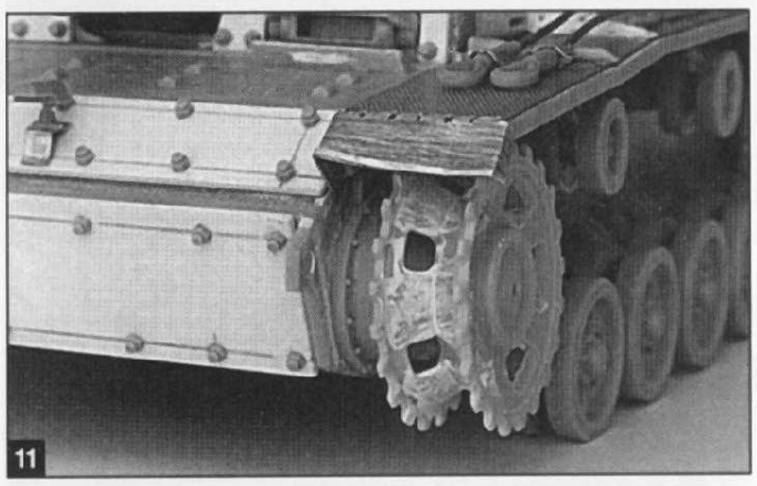
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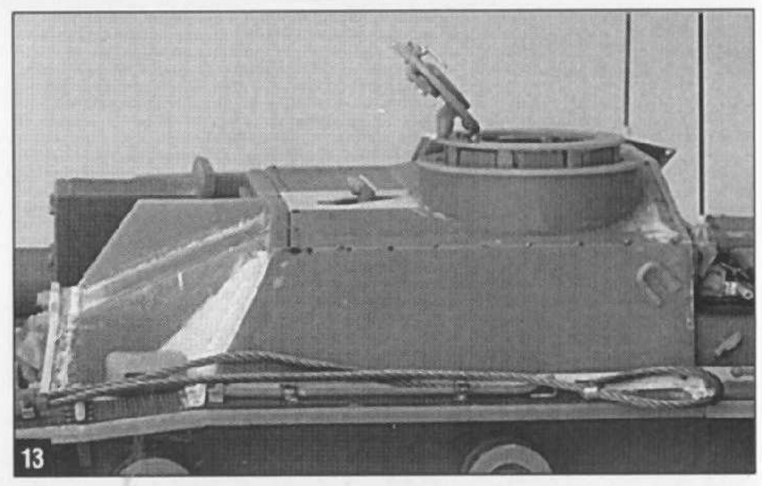
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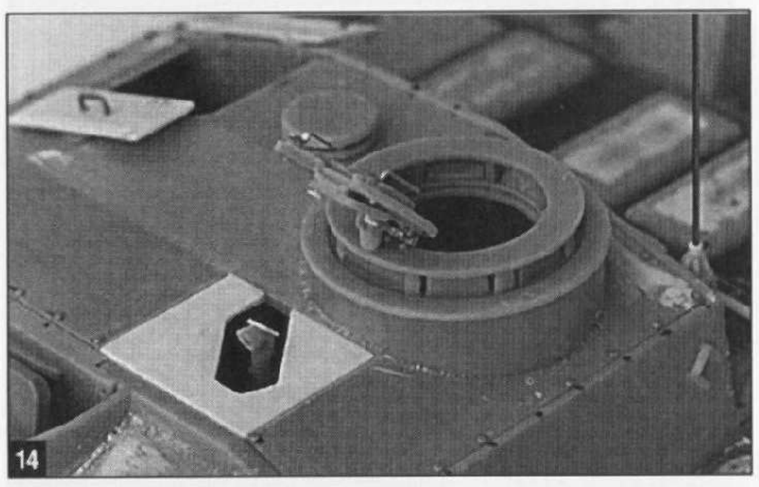
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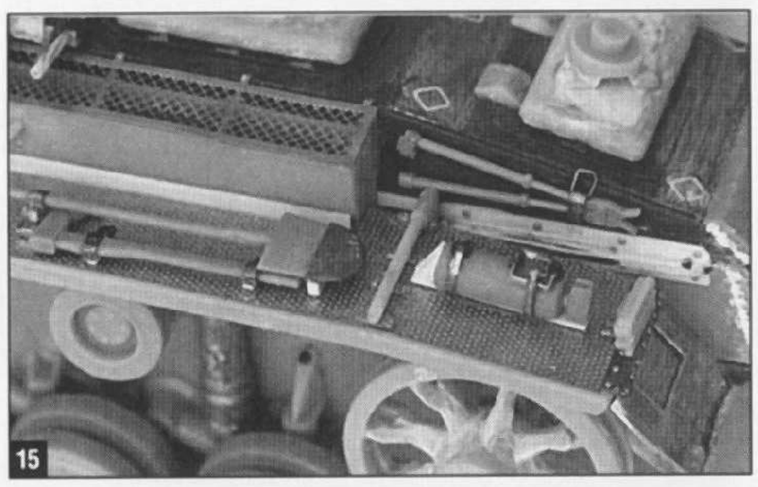
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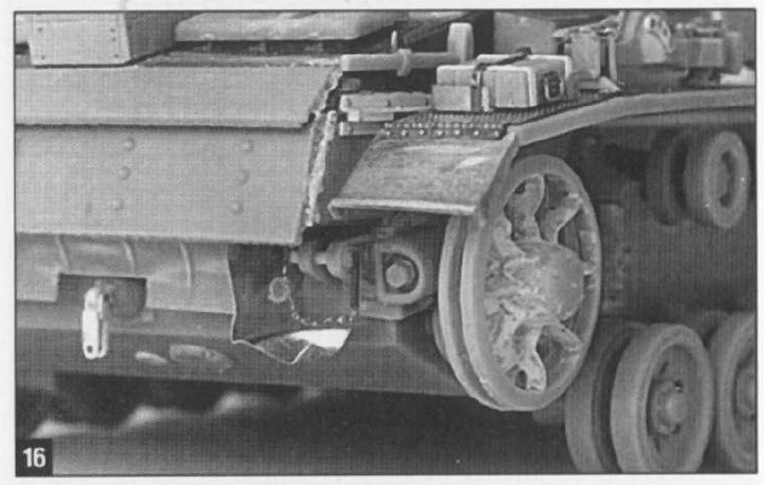
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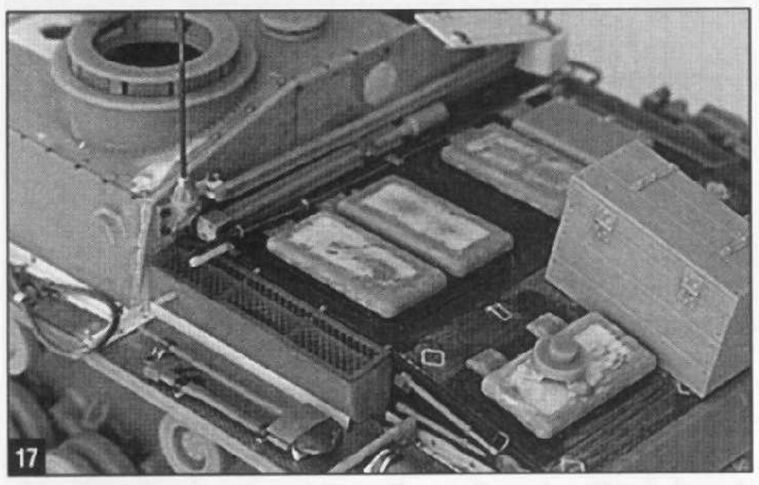
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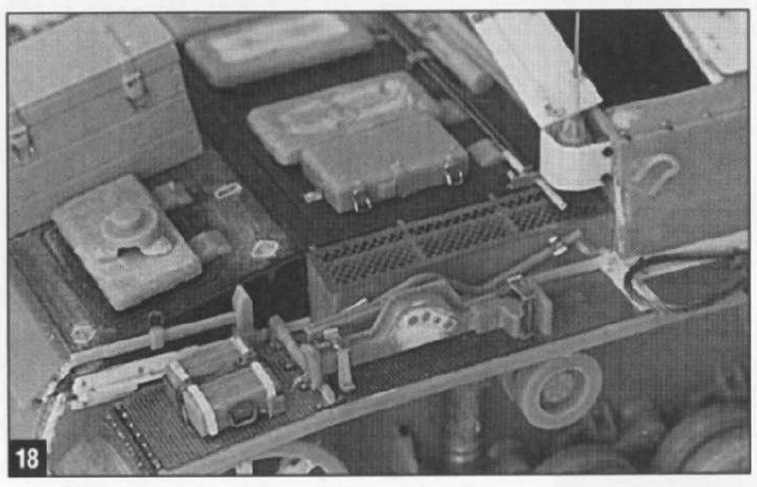
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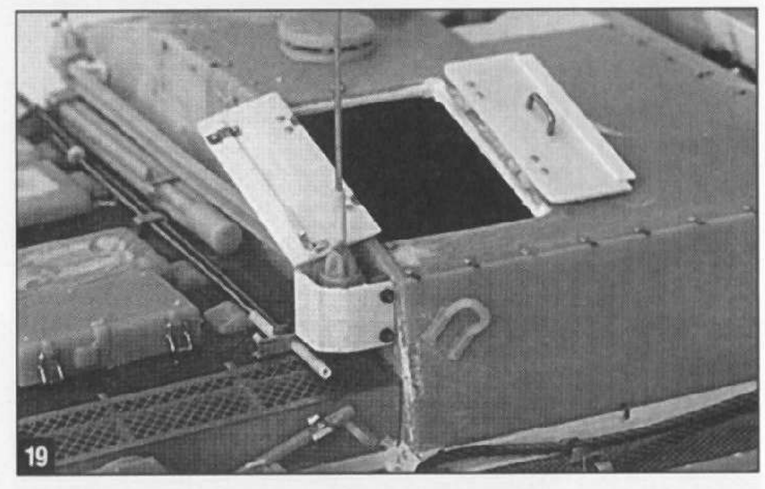
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0.75mm plastic sheet. The gaps in the lateral armor (to the left and to the right of the gun) were then filled with plastic sheet as well. These areas were covered with putty and sanded repeatedly. The modeler should be very careful to reproduce the significant welding seams, a delicate procedure. I applied putty using an injection needle and after it cured I sculpted the weld bead texture with a Dremel moto-tool.

The roof plate had to be modified as well. The MG mount and the section above the gunner's periscope were removed completely. This tiny section was replaced by a plastic sheet and the distinctive opening was cut with a knife. The periscope should be added as well. I then completed the gun, including the mount and glued it into place. Now the roof plate was inserted into the casemate. All screws were removed and replaced by custom made parts.

The early style loader's hatches had to be made from plastic sheet. A machine gun mount was not used with this version. The hole in the rear wall was filled with plastic and sanded. The ventilator found its new location between the commander's cupola and the loader's hatch. When joining the casemate to the hull, the modeler should be very careful. Dry fitting is essential before these parts see glue.

The 30mm add-on armor plates were cut from 0.75mm plastic sheet. The screw heads of the F/8 parts can surely be used, but new ones found from after market producers are more realistic than the model parts.

The hardest part of the job was the track covers. The lads of Alkett (the StuG's manufacturer) faced the same problem: the F/8 covers won't fit with the new casemate's shape. They chose the easy way—a small portion of the cover was inserted sloped to connect the gap between casemate and frontal F-style fenders. I sanded the kit fenders, removing the dot pattern completely, adapted them to the new casemate and glued them in place. The sloped part was made from plastic. To reproduce the distinctive dot pattern I used photo-etched parts offered by Aber of Poland (track cover set for Panzer III/StuG III). These delicate parts are very thin and can be cut using a sharp knife. These cut-out sections were glued into place using super glue. The front and rear fenders were made from thin metal. Hinges were formed using lead foil.

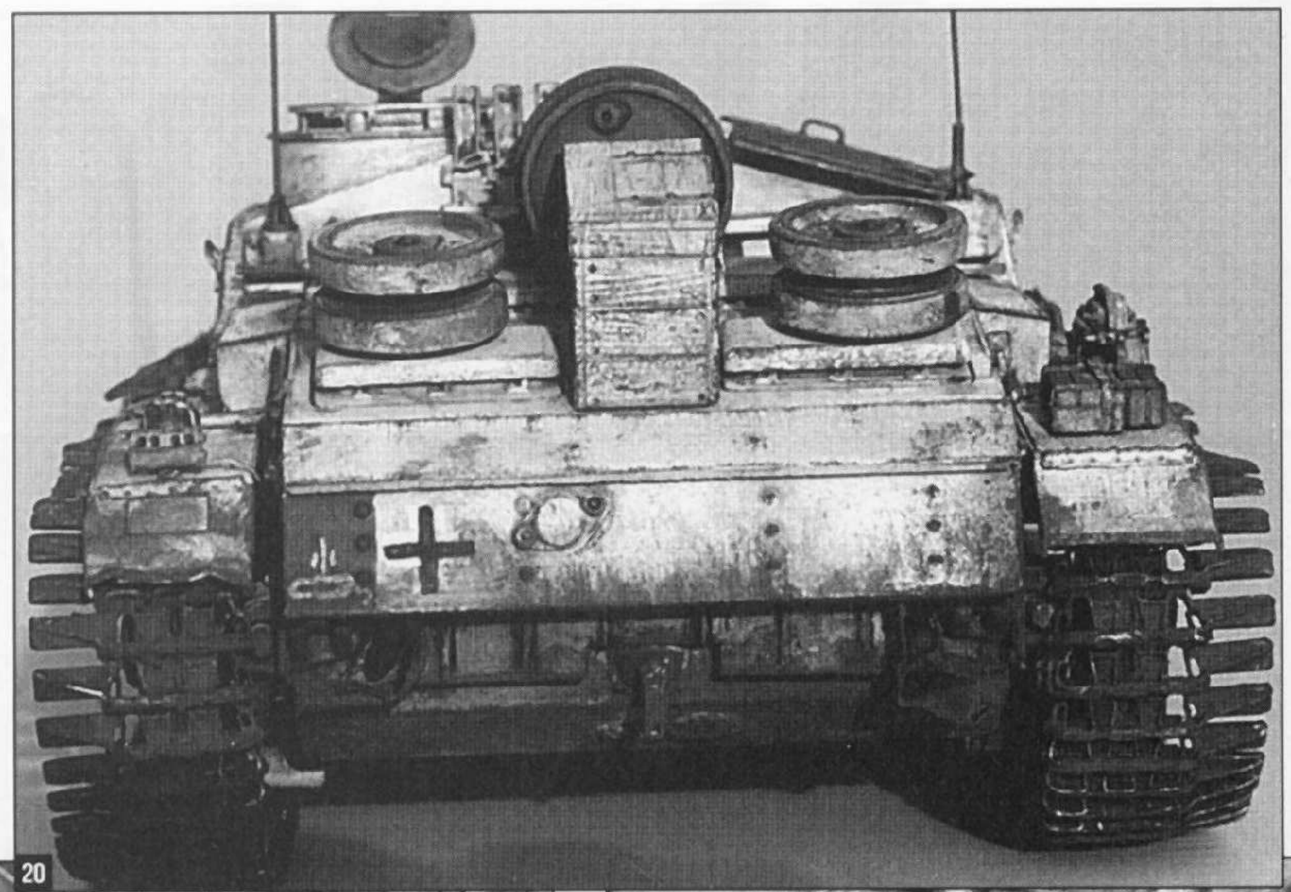
I then added all details to the kit. The tools were taken from Tamiya's tank tool set. Many of the other detail parts were improved, such as the jack block which was made new from plastic. I used thin metal to reproduce all tool brackets. Towing cables were made from metal wire.

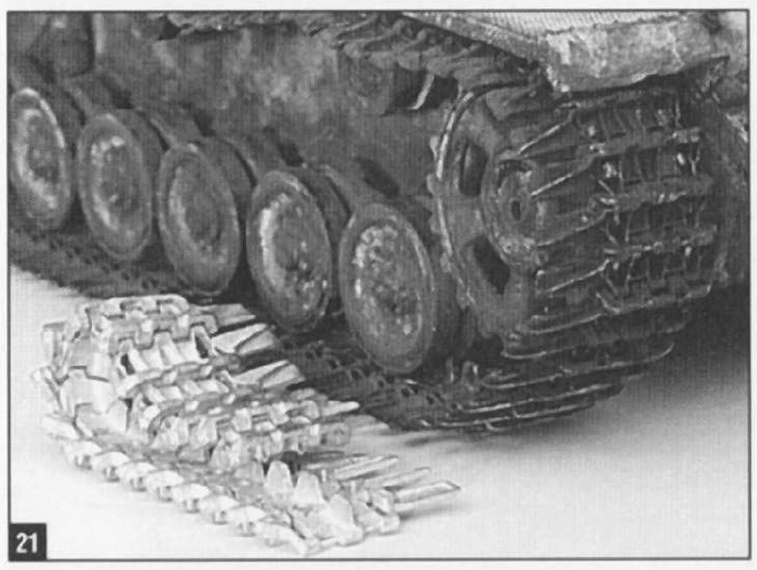
Since my StuG would belong to "Das Reich," I had to add a large crate between the rear engine hatches. The track tool box was removed to the right large engine hatch. To create a command vehicle, the right antenna mount had to be modified. DML's antennae set is very helpful here. The isolator was fixed on a small plastic mount and around the mount itself I added a protective cover (authentic!). The DML 1.3 meter star antenna (PE parts) was fixed onto this arrangement. The left antenna mount would carry the standard 2 meter rod antenna.

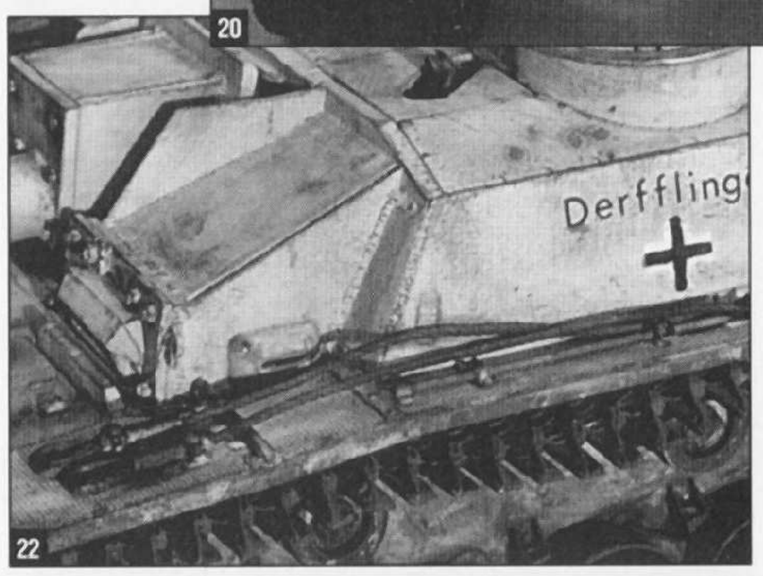
Normally, two spare antennas were carried in front of the engine hatches. In the case of command vehicles this was one 2 meter rod and one star antenna. These details were reproduced as well.

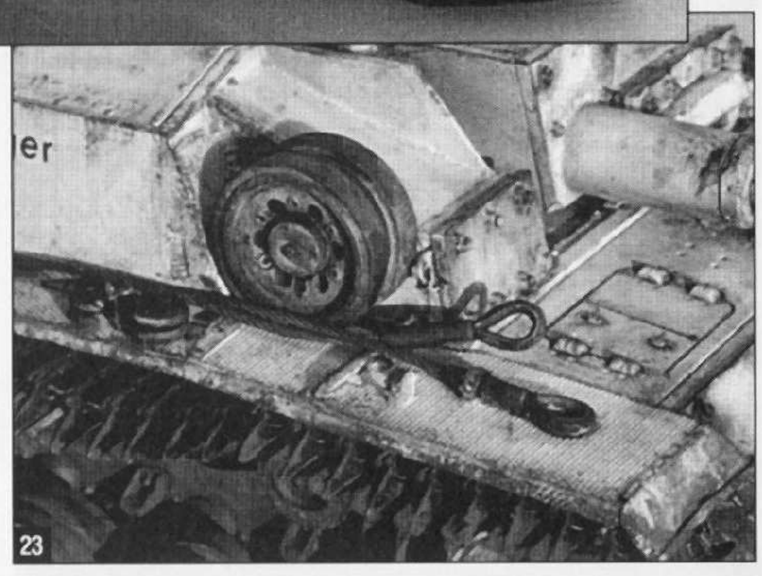
The Friul Ostkette track set was cleaned and assembled. Doing so, one should be aware that the finished tracks will lengthen a bit with time. So they should be mounted more or less tight—they will surely sink.

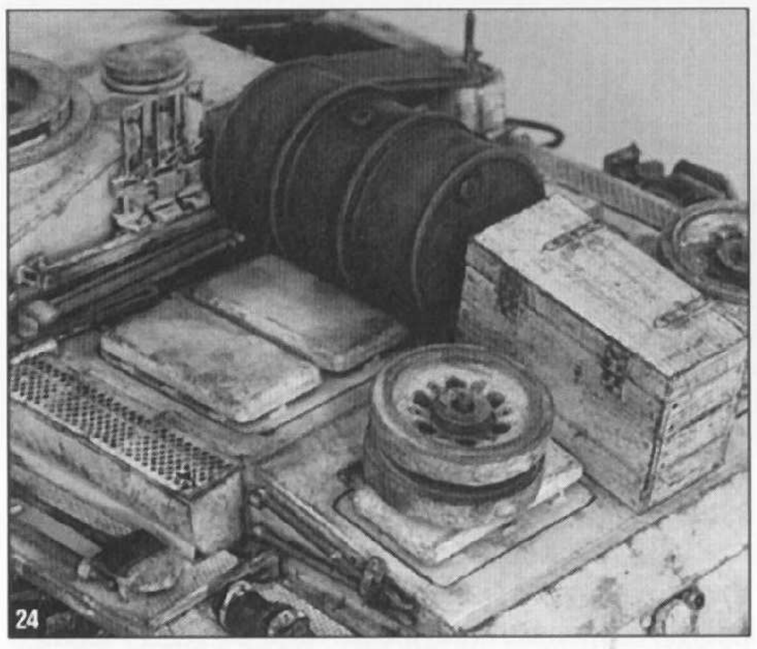
8, 9. The completed, yet unpainted model. 10. The extra armor plates were made from plastic, the screw heads came from after market producers. Note the custom made cable clamps. 11, 12. The fender covers were cut from PE parts manufactured by the Polish firm of Aber. The dot structure is perfectly matched. 13. The new shape of the casemate is evident here. Note also the prominent slope of the fender. 14. The roof section above the periscope was made from plastic, all bolts were customized. 15, 16, 17. Nearly everything was improved around the engine deck. All tools were reworked and provided with clamps. Note also that the fender flaps were made entirely new from thin metal. 18. The track tool box was moved from its original location to offer space for the large crate. 19. The armored cover of the star antenna mount (Panzertopf) is authentic. This version consists of welded parts, others used half round bent metal sheets. 20. The back end of the completed and painted model 21. The Friulmodellismo tracks provide the kit with great realism. 22, 23. The early casemate is frequently called "Originalaufbau." The vehicle's hull is covered with mud. Note the carefully painted details. The towing ropes were made from thin metal wire. Note the weathered winter camouflage. 24-26. More details of the engine deck and casemate.

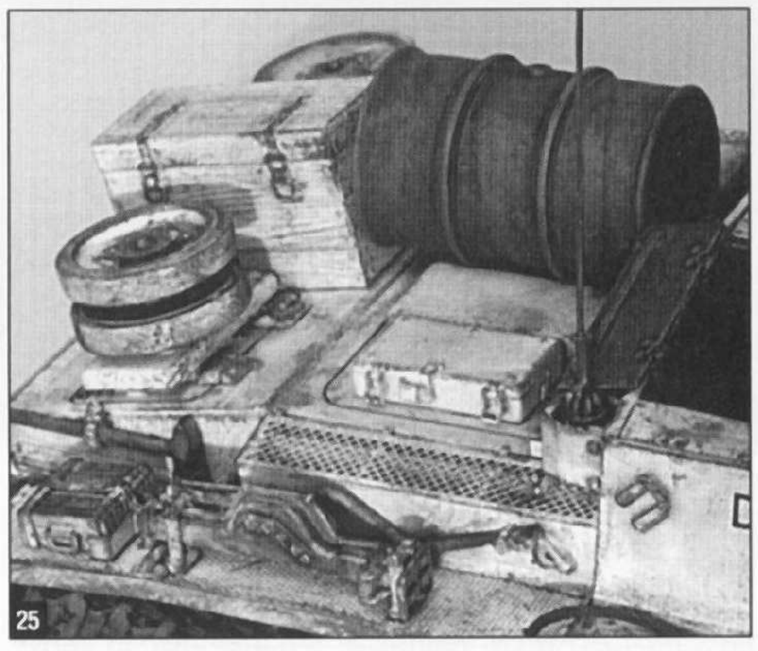


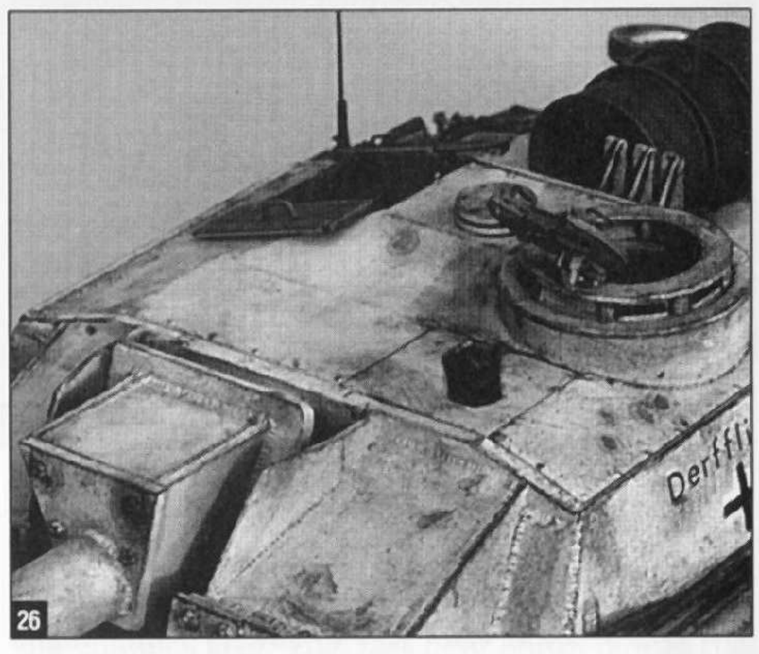












Camouflage and markings

I sprayed the complete kit, including the track, with Humbrol 67 "Panzergrau." Since my StuG saw combat in the harsh Russian winter, I then oversprayed it (rather slovenly) with white paint. After it dried, the tools and other parts of the equipment were painted. I prefer a very thin wash of oil paints, which I let run onto these details. All tones can be used, rust, black, wood brown. In this state I add the markings. Vehicles of "Das Reich" used names. Mine was called "Derrflinger" after a brisk German cavalry field marshal who swept out the Swedish invaders from the continent in the sixteenth century. To reproduce this name, I used Letraset dry transfers. All tactical markings and the "Balkenkreuze" (German crosses) were taken from similar transfer sets provided by Verlinden or Letraset.

Now a long lasting procedure started. The white winter camouflage was weathered with the dark gray base paint. It was dry-brushed using a broad old brush and with time the tank looked old and "used." Now I added grease and oil stains using artist's oil paints. Bare metal was produced (very, very carefully) with toned down silver paint dry-brushed on the edges and other details. After some days of drying out, I covered the complete model with a very thin wash of black oil paint.

I decided to soil the kit almost completely. I used a blend of different pastel chalks, which were applied using solvent. Big chunks of mud can placed on the running gear this way, but can be wiped away quite easily, if desired.

—Thomas Anderson

MMiR RECCE

Basic model: **Dragon StuG III Ausf. G.** Kit number 9014 with parts of the **Dragon StuG III Ausf. F/8,** kit number 9013. Suggested retail is $34.98 and $37.98 respectively.

Tamiya PzKpfw. IV on vehicle equipment set. Kit number 35185. Suggested retail $8.00.

Friulmodellismo replacement track set Panzer III/Panzer IV Ostketten. Kit number ATL-19, suggested retail $39.95.

Aber "Covering to model plastic fenders for Pz. III. StuG III." Kit number 35 A27. Suggested retail $11.50.

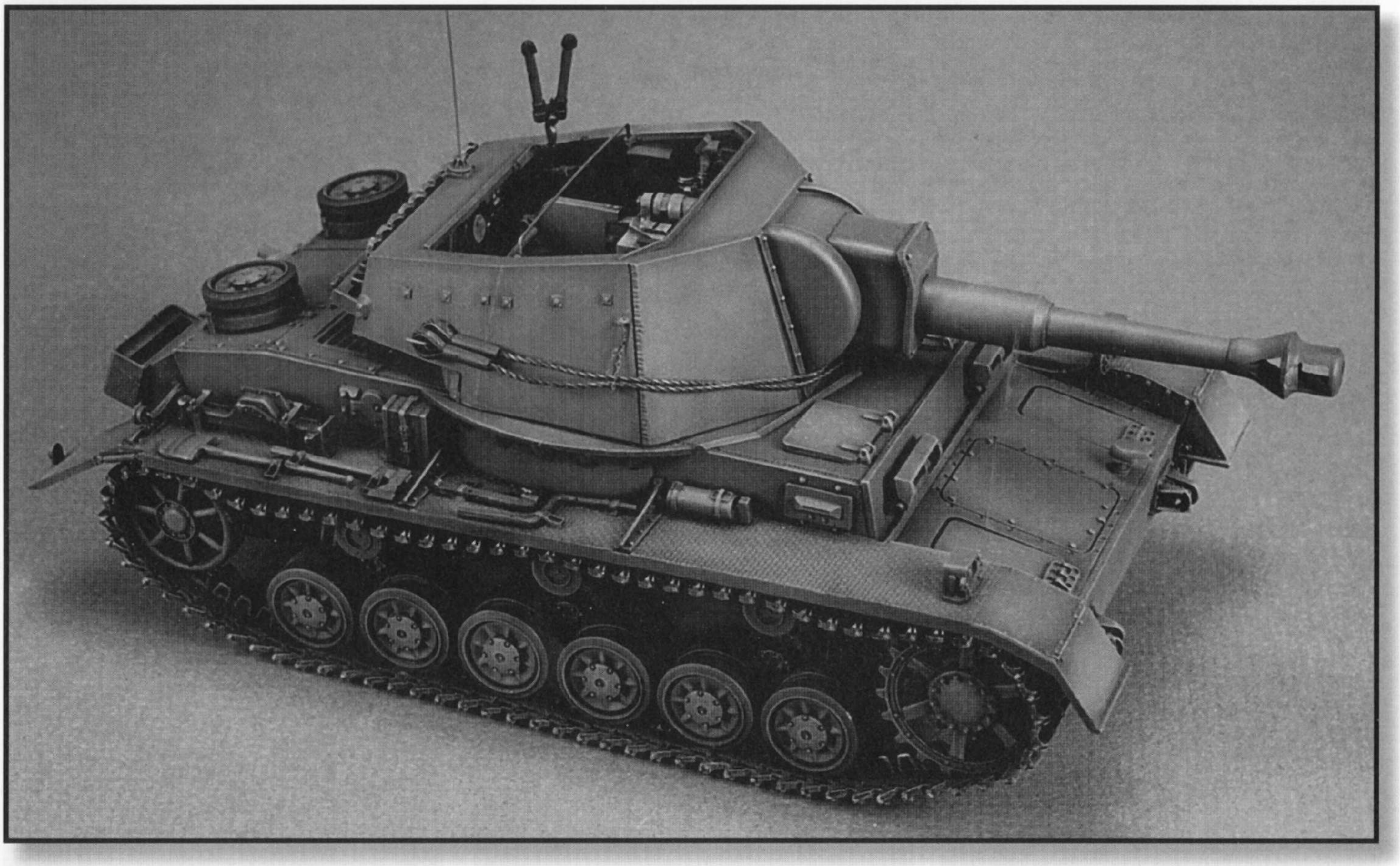
References

Sturmgeschütze Entwicklung und Fertigung der s Pak, Band 13 der Series Militärfahrzeuge by Walter J. Spielberger. Motorbuch Verlag, 1990. The German text version provides basic information and drawings on all the variants.

The accompanying photos. These photos were the primary resource for the subject of this article. The author wishes to thank the following gentlemen for their friendly support: E. Rothert (veteran of StuG.Abt. 226); W. Schneider and H. Hoppe.

Stubby the Panzer

CHOPPED UP AND OPEN-TOPPED, IT'S ANOTHER RARE ONE FROM ON-TRACK



The Germans loved to muck around with their existing tank designs. They were highly adept at screwing up a perfectly good tank just to satisfy some vague request for a new weapons platform. Almost all of their tanks were eventually monkeyed with in some way.

In 1942, a request was sent out for the installation of the 10.5cm gun on a self propelled chassis. The result was three highly unique weapons. The first one, developed by Krupp, was the hero of our story. The second, also developed by Krupp, was the "Heereschrucke" assault gun. This was essentially a self propelled gun mount utilizing the 10.5 cm leFH18. This was a light howitzer and the gun and turret in this vehicle could actually be lifted off and set on portable trails that were toted on the back of the tank. It was more or less based on the Panzer IV chassis.

Another competing variant was created by Rheinmetall-Borsig and it contained a 10.5 cm field piece plopped right into the superstructure almost in its entirety. This had portable trails, too.

The first and most interesting Krupp variant (to me anyway) utilized a shortened Panzer IV chassis and an open topped turret similar to the Heereschrucke. The turret in this one could not be removed. Although this vehicle was never mass produced, its concept eventually lead to the production of the Wespe and later to the Jagdpanzer IV L/48

It's a wacky looking little thing; familiar, but oh so different (discuss this amongst yourselves). It's also now a model thanks to our pals at On Track Models of Hong Kong.

Shrimpy

Unfortunately, this little dude does not have a cutesy teutonic nickname. As a matter of fact it has no name what-so-ever other than its factory designation of 10.5cm Geschutzwagen IVb.

On Track's mission has been to create only German "Funnies" or unusual prototype vehicles. They have managed to create some doosies and the first three vehicles in their range have been based on the Panzer IV chassis in one form or the other.

Also like their other kits, this one is one hundred percent resin. This is both good and bad. Good, because the casting is terrific everywhere, but bad because resin isn't all that sturdy and the kits make quite a trek to make into our hot sweaty little hands.

The kit is accompanied by a set of instructions that include exploded views of the model and also a nifty color Xerox sheet with photos of the finished kit.

Makin' it all groovy

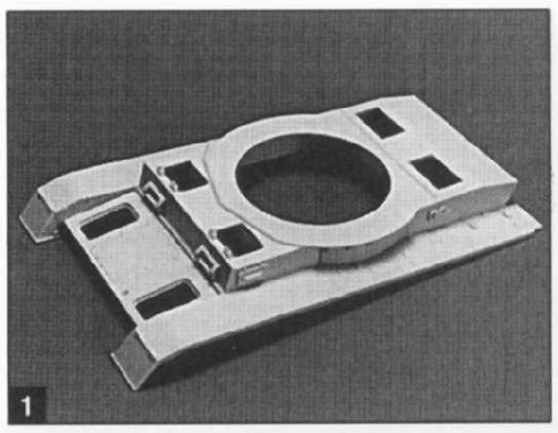
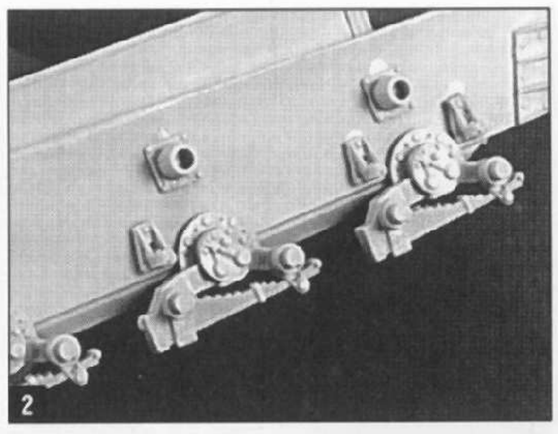
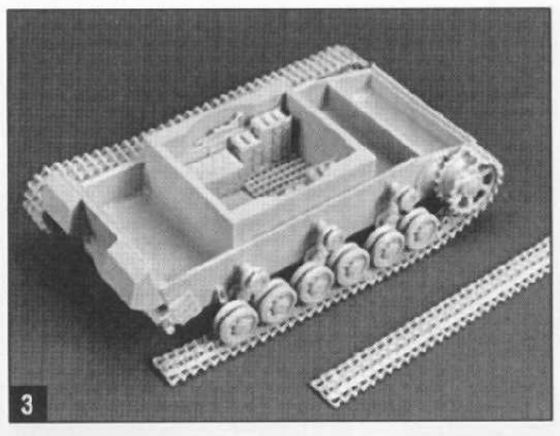
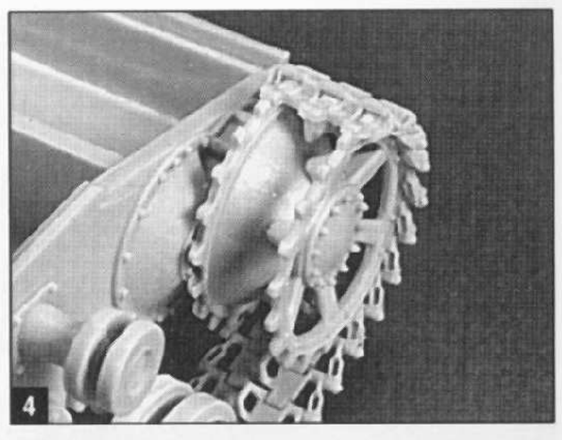
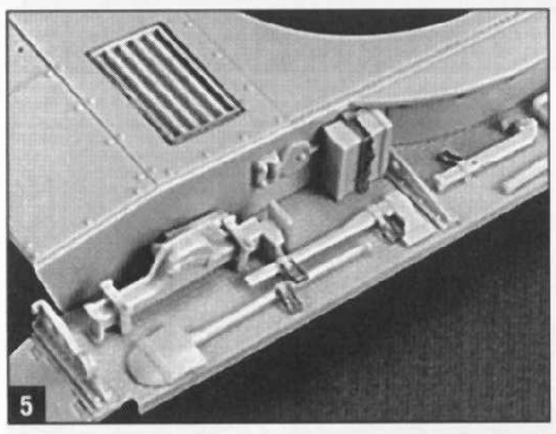
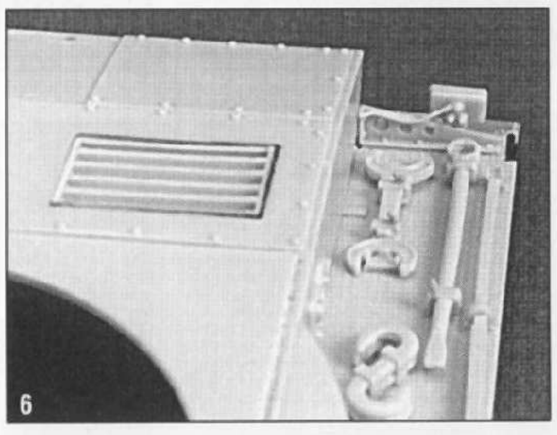
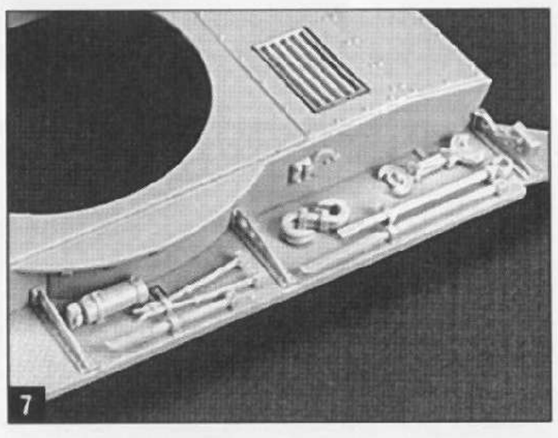
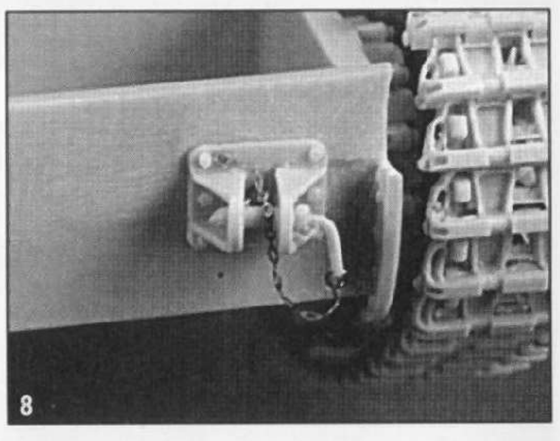
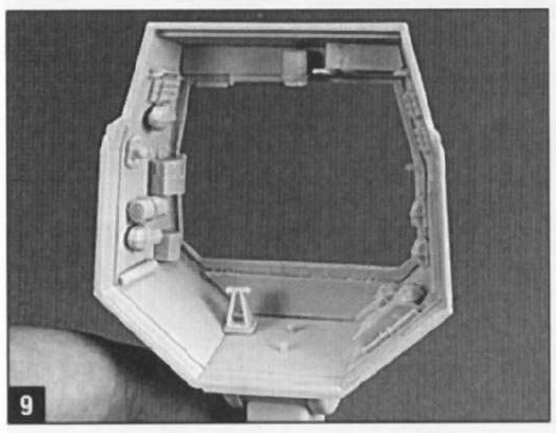
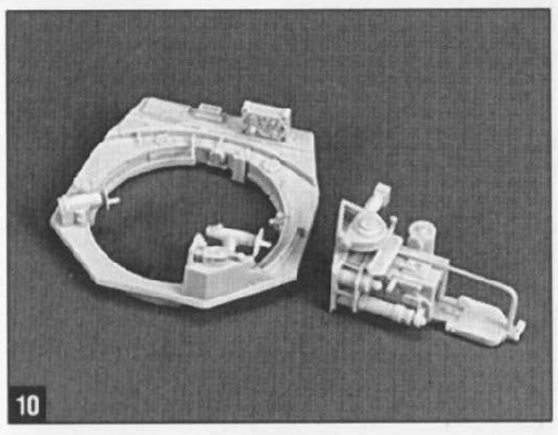
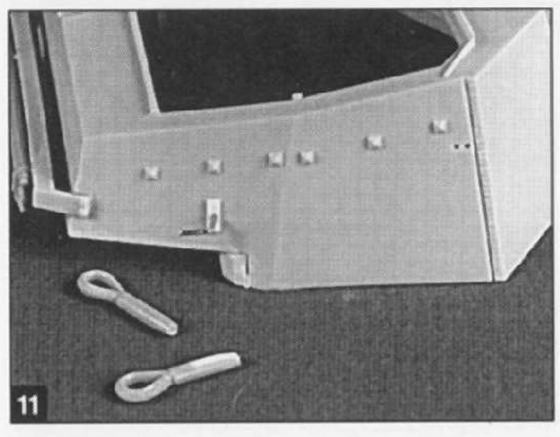
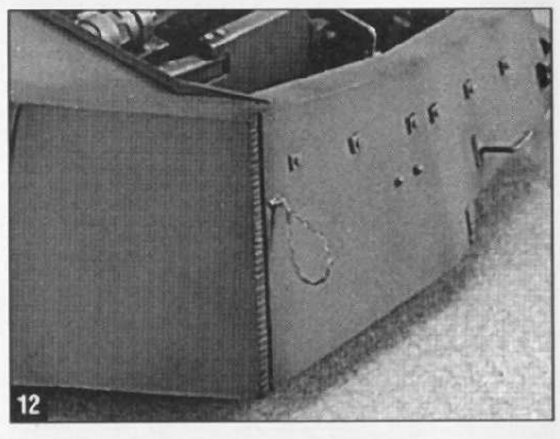
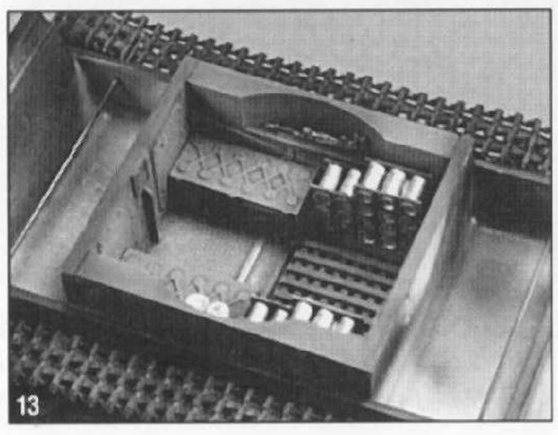
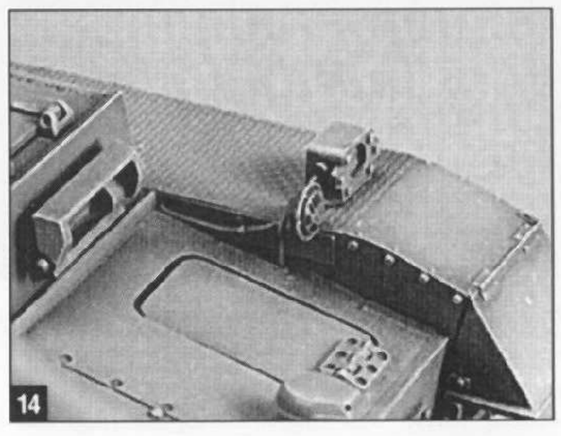
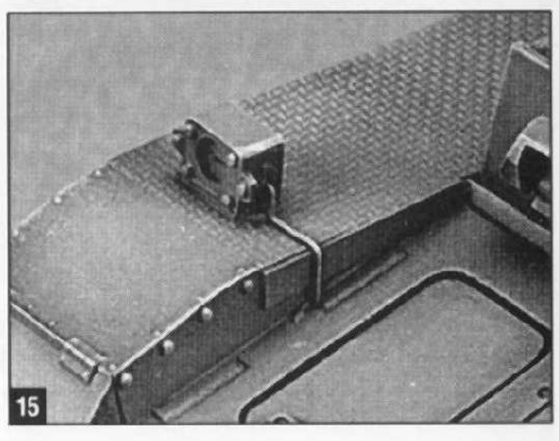
The kit is based around a completely scratch built hull which utilizes the familiar Panzer IV components. The suspension units are broken down into small pieces and absolutely everything gets added to the hull. It's at this point that I began to get highly impressed by the skills of the master pattern builder. All the suspension bits locate onto perfectly located "pips." Even the wheel bumpers are separate.

The idler wheels are mounted on cams which are useful later when installing the tracks. I drilled out the locating points and mounted brass rod for a little reinforcement (who can't use a little of that).

I know that almost nothing is ever truly scratch built and I'm sure some of these suspension parts are at least related to a styrene part in some way. However, the lower hull abounds in original and excellent details.

The tracks are the much dreaded (by me anyway) resin link-to-link. First off, these babies are superbly detailed, being the basic 40cm open horned type with the open outside loops. The skill needed to pull off a casting feat like this is vast, but it is inevitable that some will be damaged in this process. Being molded in a highly accurate fashion also makes them thinner and more delicate. Translation: I broke a shit-load of them.

The biggest problem I had in assembling them is that I am as dumb as a post. You see, in my rush to make sure that the links reached completely around, I left the adjustable idler too far back and used up most of the links for both sides. Fortunately, I had spares from an old non-workable

1. The top hull as it comes out of the box (minus the over pour, of course). 2. The highly detailed bogies. 3. The road to trouble, my resin link-to-link cherry about to be lost... Note the interior "tub." 4. Close-up of the right sprocket showing the cast detail. You can see here how delicately molded the track links are. 5. The right rear tool suite installed on the model. 6. Ditto on the left. Check out the detail on the back fender brace. This is how the part is molded! I shimmed the rear vent with lead foil to improve its fit. 7. Another more expansive view of the tools on the left fender. 8. It seemed like a good idea at the time... The super delicate chain added to the towing lugs. 9, 10. The turret interior before painting. 11. It starts out something like this. I made hooks from scratch and the towing eyes are modified Tamiya. Note the holes for the chain loop. These are molded into the turret side. The loop was made from fine wire. 12. This is how it looked after painting. The cables were added last. 13. The interior after painting and weathering. In this shot you can see my radical solution to the track sag issue. 14. The siren and front light lead on the left fender, both made from solder. 15. The light lead for the right side.

set by ModelKasten. The detail is not as fine or crisp, but they do fit. I used these links primarily around the idler, where they can't been clearly seen. It was necessary to trim out the horns somewhat to match the resin tracks.

I wasn't quite sure how to get a sag in these guys either. The best way, I guess, is to alter the angle of each link as you go. This I did not do. I can tell you that resin l-to-l will not respond to the hair dryer treatment like resin strips. This is because, although the resin will soften, the super glue used to join them will not. I did manage to get a slight drip in them. I further solved the problem by passing brass rod all the way through the hull at two places, forcing the track down under the rod. Drastic. Luckily there was nothing in the way.

Of course, you can avoid all this by being more careful than I was.

Back to Hullville

The model contains a highly detailed interior below the turret and in the open topped turret itself. The interior portion in the hull is a square area that gets a few simple details. You won't be able to get to this later, so it needs to be completely painted and weathered before proceeding up top.

Interestingly, no detail is provided past the front of this square, although open transmission covers and forward crew hatches are provided. I think it's a near miracle that On-Track was able to find enough reference material to complete this much of the model. I figure that they were leaving open the possibility that someone might eventually figure out more of it. The open tranny hatches are handy because there are one or two detailing sets out there.

The forward portion of this square is obviously there just to reinforce the hull as a real wall would block crew access. This is completely invisible when the kit is finished.

I was going for an overall dark gray scheme, so the interior was shot black, then with lighter over sprays of Panzer gray. There is an MP 42 down there to pick out and two racks of shell casings. The casings were painted with Floquil Metalizer Brass. A weird sort of wooden mat sits on the very bottom of the hull and I painted this with shades of dark brown.

Turret Town

The turret interior gets the same treatment as it will also be buttoned up later. I worked the turret components into subassemblies consisting of the gun breech, gun barrel, turret floor, turret top and the gunner's seat. This last item hangs down from the turret ring and was absolutely a candidate for breakage. The main sight and scissors scope were also left off until last. The main sight assembly ingeniously hangs from a little bar next to the main gun.

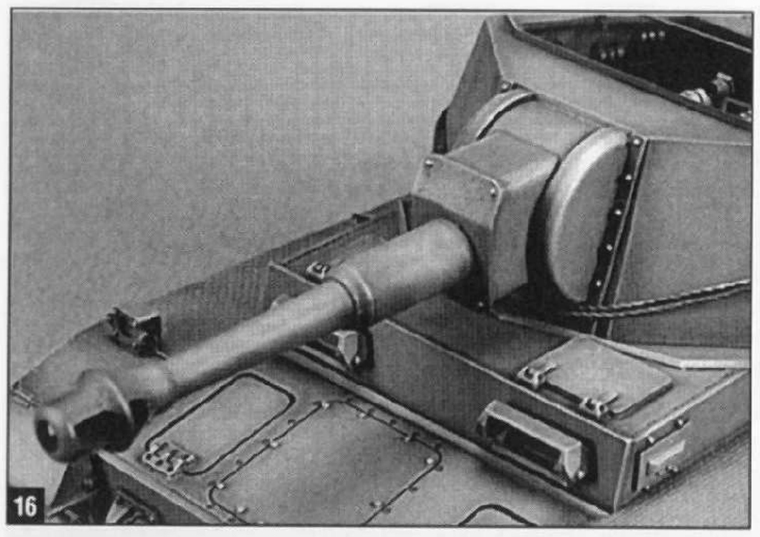
Assembly of the turret interior was a tad confusing as there are a multitude of parts and their exact placement is not all that clear in the instructions. I was rescued by a great set of line drawings that appeared in the Japanese Ground Power magazine. These little beauties (source unknown) show the interior from three different angles. This solved any remaining mystery and also made me realize that On Track well and truly nailed this model.

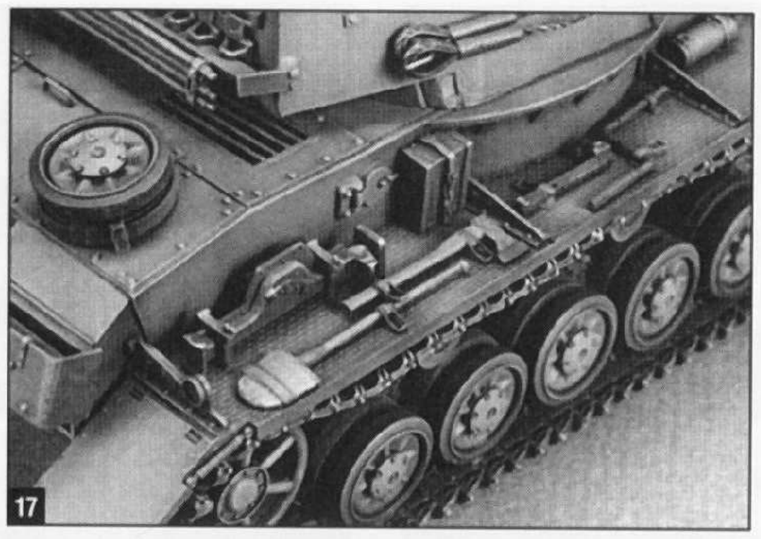
Every detail is present and well executed. One of my favorites was the small speaker mounted under the back of the turret roof.

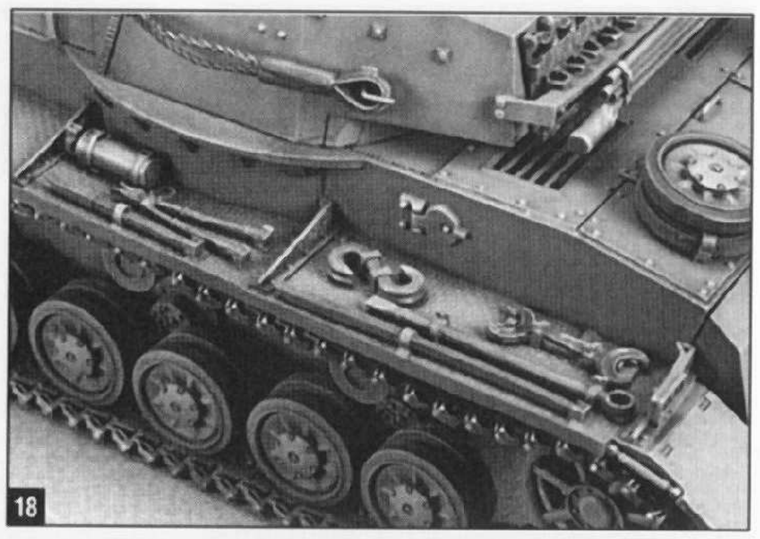
The interior walls get a variety of small parts, like storage boxes, canteens and mess kits. These last two items contain terrific strap detail.

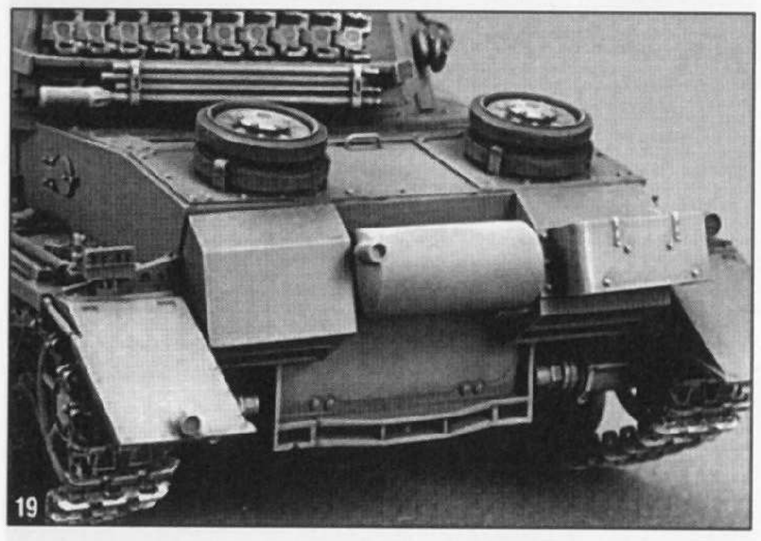
The gun is blissfully simple and it mounts solidly against the front of the turret. The rod protecting the breech is very delicate, but I managed to keep it intact throughout the entire process.

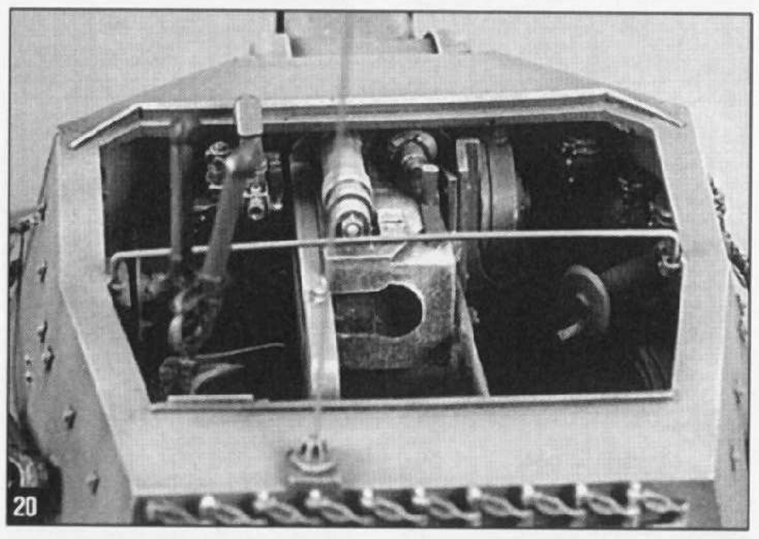
The interior was painted and weathered with an oil wash and dry brushed with light gray. I have

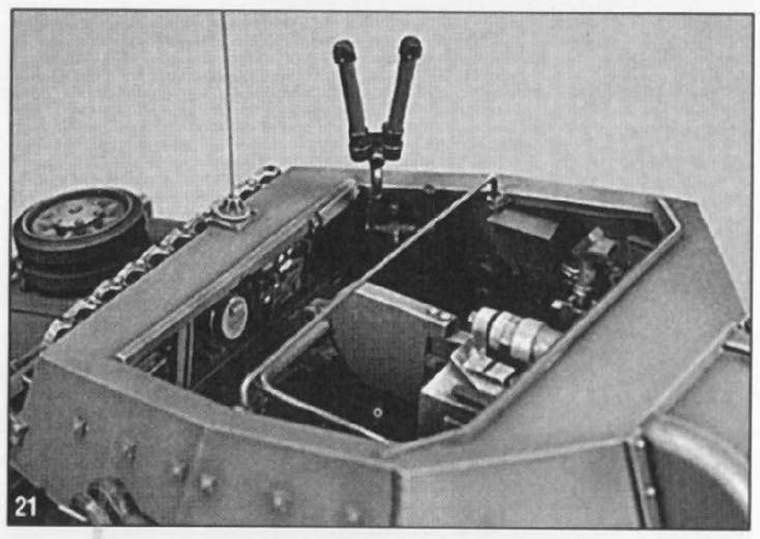


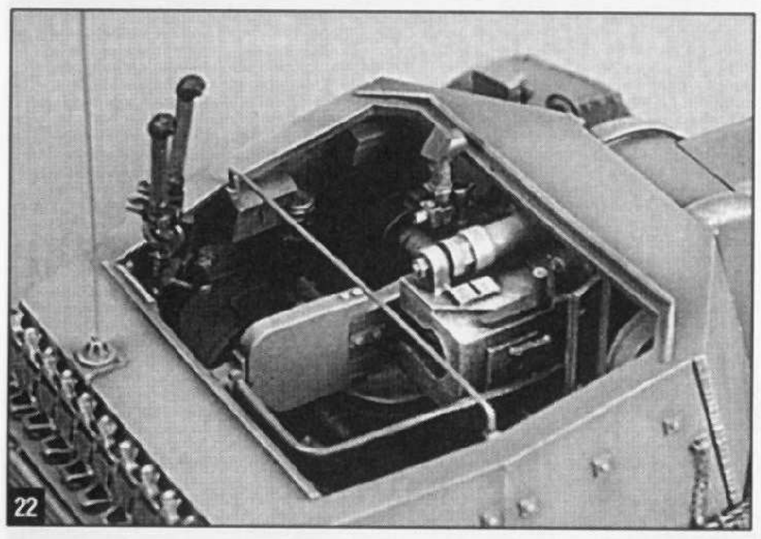


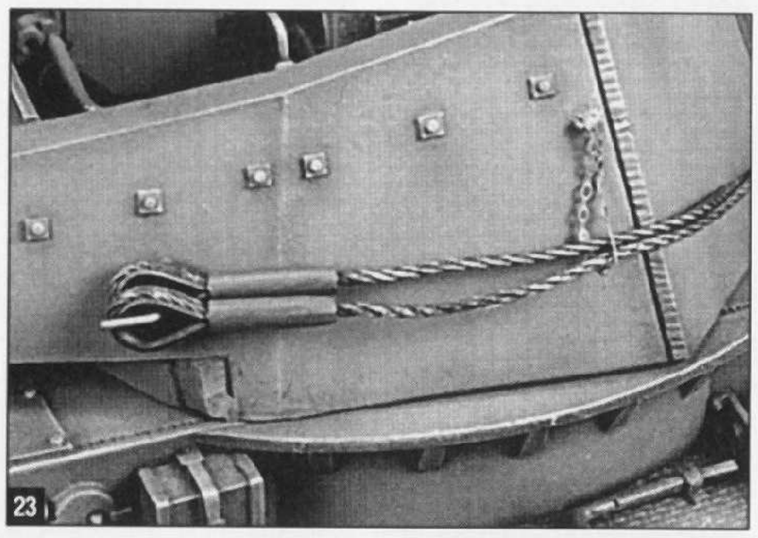












16. The nicely rendered mantlet. 17, 18. The right and left tool suites. 19. The unusual looking back end. 20, 21, 22. Various peeks inside the turret. Check out the speaker in shot 21. The scissors scope is a superb little replica. I added the bow across the top, but the holes were already there. 23. The finished tow cables and their hanging chains. 24. The finished model. It looks interesting compared to other full-length Panzer IVs.

taken to drybrushing a lot with the Andrea acrylics (I believe these are the same as the Vallejo brand). The paint dries slower on the brush that other acrylics and this can make for much subtler effects. Just make sure nearly all the paint is off the brush. I also dig their light gray shade. It's the perfect highlight for Panzer gray.

When all was dry, I attached the gun to the inside of the turret and buttoned everything up, then got ready for some exterior-type fun.

Exterior Decorator

The hull gets decorated with a full suite of tools. These are all delicately molded in resin and I was tempted to replace them with a Tamiya set, but they all came through the clean-up process unscathed. Because of my severe masochist tendencies, I decided to add a photo-etched clasp to each of the tools, these came from an Eduard sheet. A strap for the jack block also came from this sheet. I added wing nuts to a couple of the tool brackets. and these came from the jack bracket of the Tamiya tool set.

I also added the front light leads using fine solder. Other extras outside are the chains on the front tow-hooks. I used Show Modelling PE for this and they broke off at least a dozen times. Maybe this should have waited until last... I used the same chain to form loops for the turret sides. These held up the tow cables which were attached to hooks on either side. These hooks are provided (in resin, no less) but I opted for brass rod.

The cables were formed using the heads from the Tamiya set. I filled those extraordinarily annoying slots with styrene and then drilled them out to receive model ship rope.

The existing factory photos show a custom tarp over the turret roof. I wasn't going that far, but I did add the bow for the tarp with brass rod. The holes are already there.

Just paint it already

The finished model was painted the same as the turret and interior, Panzer gray over black. Because the tracks are glued to the tank, there's no way to paint them separately (duh). I very carefully painted them with a thinned mixture of black, red and gun metal. When all was dry they got hit with a dry brush of silver.

My Geschutz wears no markings, although at least one of the two vehicles (there may have been more) field tested in Russia had the name "GchIII" on the turret side. It is in Gothic script and appears to be white.

I washed my teeny tank in oils and dry brushed it with more of the Andrea acrylic gray. A little bit of orange and dark brown pastels on the muffler finished it off.

I was dee-lighted with the final product. Other than the vagueness surrounding the turret interior, the construction was trouble free. I am discounting the trouble I had with the resin tracks due to my lack of experience with this type of track.

Each of the releases from On-Track has been something special and this was no exception. The most current release is the awesome 12.8 SPG that includes injection molded tracks and roadwheels. I wonder what they'll do to top that!

—Pat Stansell

MMiR RECCE

On Track Model Co. German Self Propelled Howitzer SdKfz. 165/1. Kit number 35003. Kit graciously provided by the manufacturer. Suggested retail price $120.00

References

Encyclopedia of German Tanks of World War Two, by Peter Chamberlain and Hilary Doyle, Arms and Armour Press, 1993. ISBN 1-85409-214-6. In addition to the straight skinny on our diminutive friend, we also get a rare photo or two. This includes the one with the markings.

Ground Power, No. 22 1996, 3. WWII German Experimental Vehicles, Delta Publishing Co., Ltd. The source of those tasty drawings. The section accompanying the drawings also includes the factory photos. These shots and a side view line drawing can also be found in Spielberger's Panzer IV book.

Little special K

Resin and white metal fun from the Ukraine

Modelers craving more World War II Russian armor have been gratified in the last couple of years by a spate of kits from the old Soviet bloc. Among these is this mixed media kit of the "Maly Klim," or "Little K," so-called for its resemblance to the KV-1.

This kit has the turret and both lower and upper hull cast in tan resin. The road wheels are injection molded in white styrene, while the rest of the running gear, gun barrels, and other parts are in white metal. The tracks are also metal. A sheet of finely done photo-etched brass, mostly fender braces, makes up the remainder (this is from ACE, from the Ukraine). This is the second resin kit of the T-50 I've seen; Lambda Models of Switzerland markets another Russian kit which is all resin and a bit cruder than this one.

The T-50 was designed in the late thirties as a replacement for the T-26, and went into production in 1940. It was a superb design, unsurpassed by any light tank of the day, and probably not until the advent of the M-24. The armor was steeply sloped on all sides, and 37mm thick, even on the rear. The 45mm main gun was the same caliber as the latest T-26, but the rate of fire and muzzle velocity were increased. The turret was cast, with a heavy mantlet and all-round vision cupola for the commander, and mounted two machine guns with the 45mm in the mantlet. The engine, a 300hp diesel, gave a top speed of 60kph. A four man crew was carried.

This tank would have ridden rough shod over the Pz II and probably the early Pz III, but only 65 were built. Why? The clever design, the good engine, the cast turret with heavy armament combined to make this a complex and expensive proposition to build; indeed, it is said that a T-34 could be built in the same time and for the same money. The Red Army preferred to have a great medium tank in quantity, rather than a great light and fewer great mediums. The role of the T-50 was taken by the less effective but much cheaper T-60/T-70.

Lower Hull and Running Gear

The fenders are cast integrally with the lower hull, and both the rear ones were broken off. First, I removed the big casting plug on the rear of the hull with a belt sander, finishing off with a Dremel and emery boards (and some putty, as I always get carried away with the Dremel). Then I removed the big plugs off the broken fenders and reattached them. Some cleanup of mold lines on the hull sides was also needed.

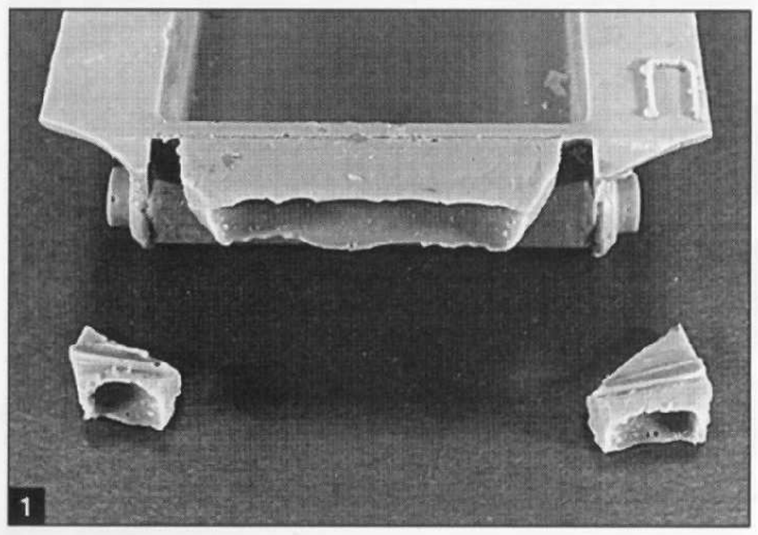
Got your drill handy? You'll need it, as all the running gear mounting points need to be drilled out. At least Arsenal provides pilot holes so everything is in the right place.

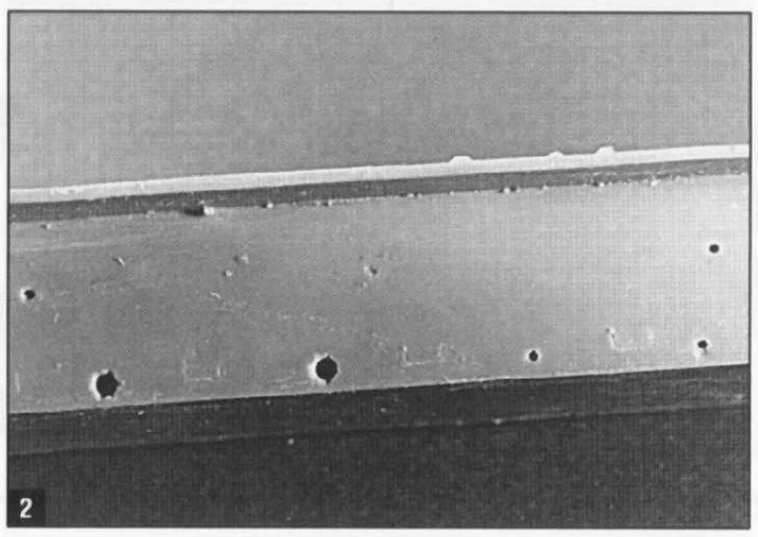
Drill out the torsion bar mounting points with a .076 drill; the return roller points with a .060 drill; and the drive sprocket and idler points with a .090 drill. On this last, drill the white metal mounts first, glue them on the hull, using the pilot holes to properly locate them, and then drill through the hull. Some of the torsion bar mounting holes broke the surface inside the hull (not a problem, there's plenty of meat to the hull) which provided a nice 'inside' glue point. The ones that didn't break through I helped by drilling a little hole from the inside for glue access. The return rollers, drive sprockets and idlers go right through, so everything can be glued from the inside.

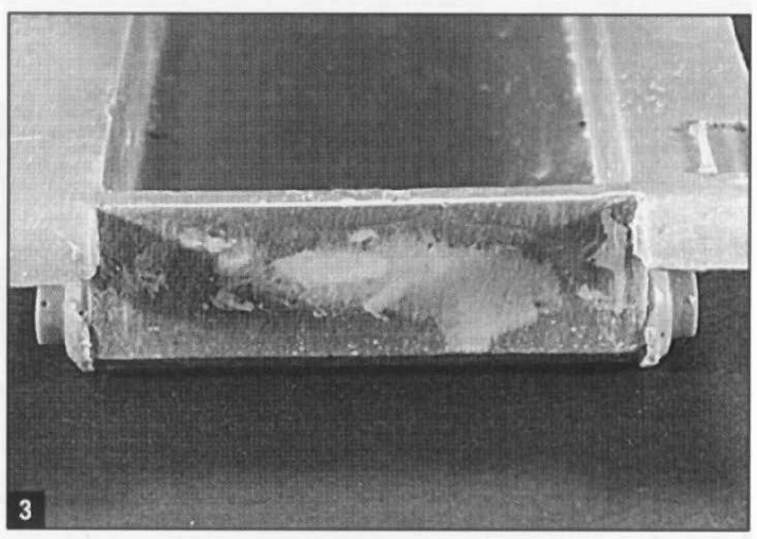
Attach the torsion bar bump stops using the scribed locators. These need a bit of file work, like the rest of the white metal, but it's not excessive. After the bump stops, install the torsion bar arms, making sure they're all even. Now put the inside return rollers on; to make fitting the track under the fenders easier, don't put the outside rollers on until the track is in place.

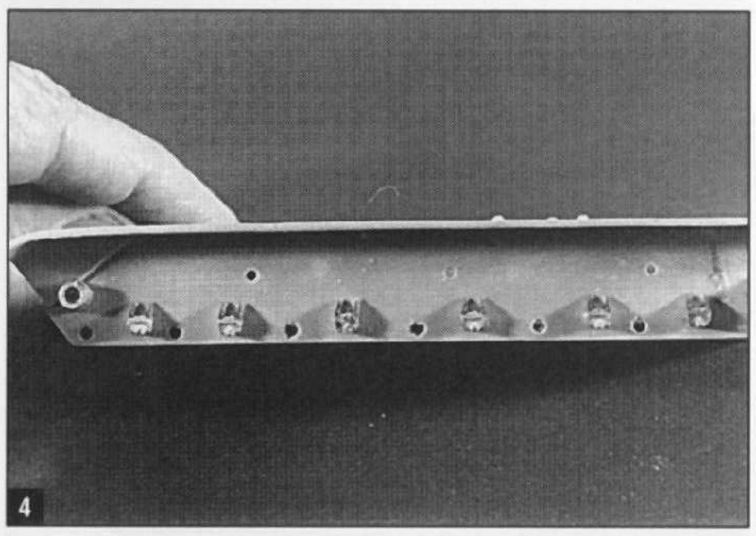
The styrene wheels aren't the best of molding, and need some cleanup. Test fit the road wheel axles; a little work with a rat tail file on the wheels and a flat file on the axles will produce a nice press fit. Be aware that the road wheels don't go all the way out against the hubs; there's about a millimeter of axle showing between the outside of the wheel and the hub. If you have them all the way out, the track isn't going to fit. Test fitting with the idlers and drive sprockets show this. Clean up the drive sprockets, and use a couple of track shoes to align them for glue.

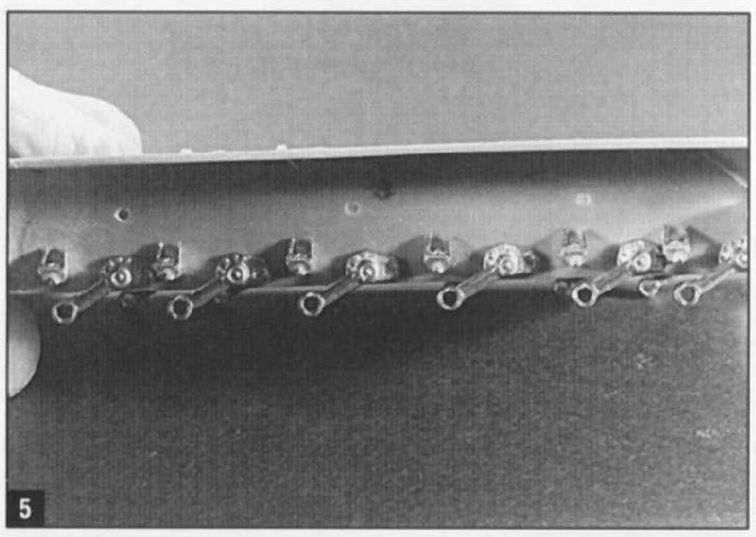
Install the tow brackets to the front and rear. These have faintly visible locators, so it's hard to go wrong. Now it's time to paint the lower hull. You've got a big choice here, either dark green or white. Captured Finnish vehicles had a nice multi-color camouflage scheme, but the surviving one in a Finnish museum has the appliqué armor turret, which, of course, this kit doesn't

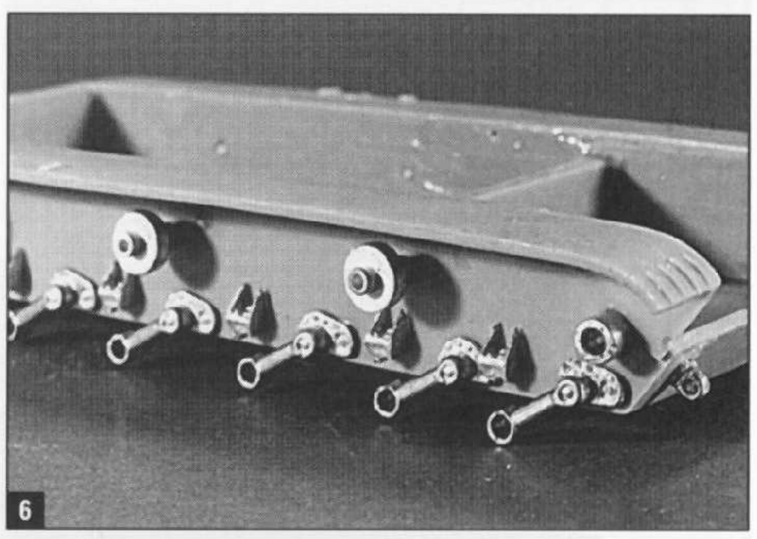


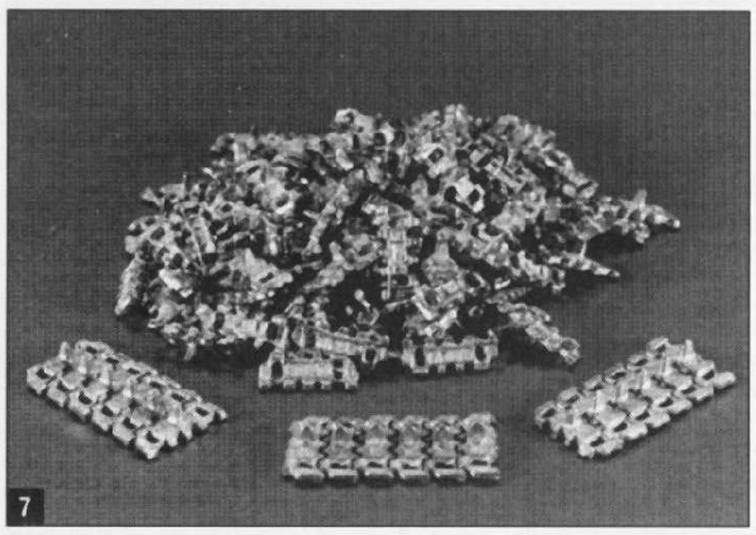


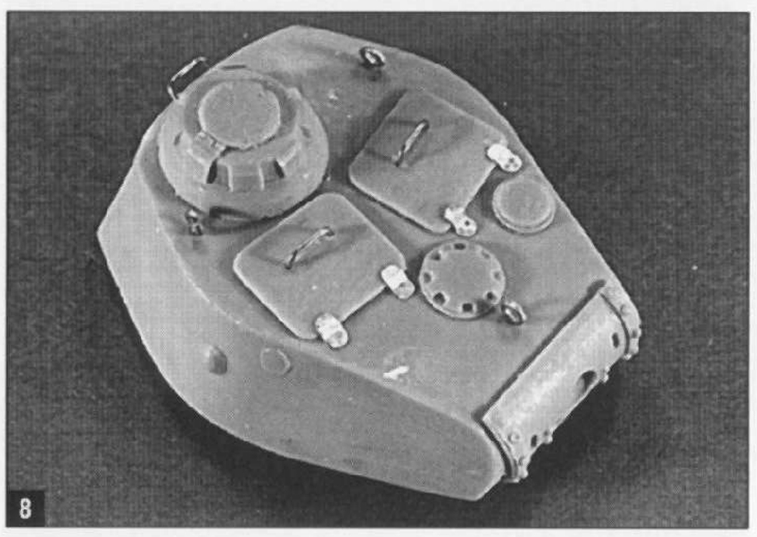


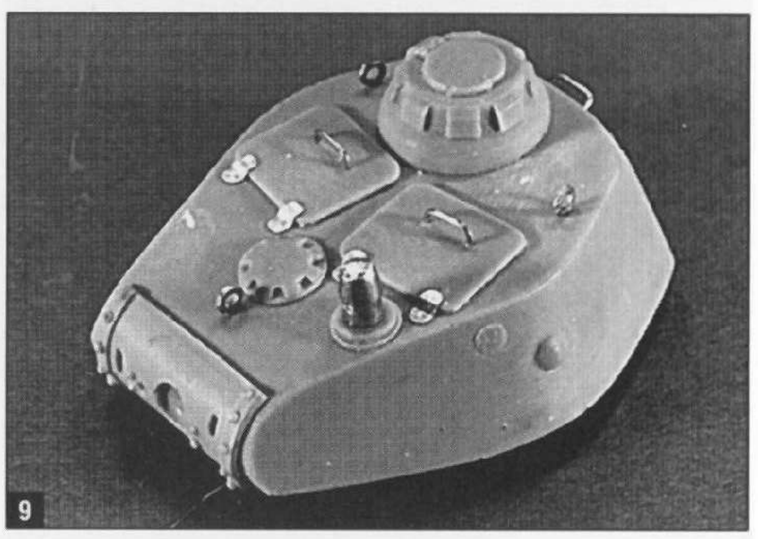


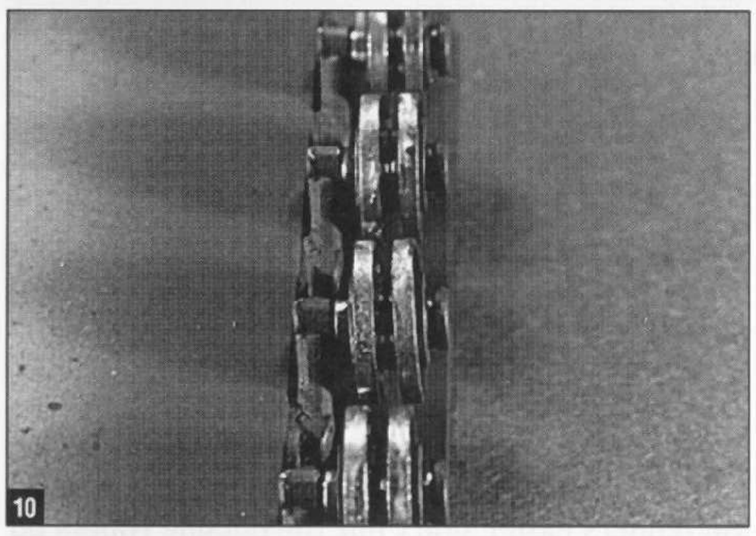












(but the Lambda one does).

Now for the track. It was a pain. Every surface had to be cleaned up, which meant a couple-three minutes at least per shoe, and there's a shitload of shoes. (How many is that? seventy six per side!) At least when they're cleaned up they press fit, so assembly is straight forward. I used gel super glue on the top run to give me the time to put in the sag, and regular glue on the lower run. Too bad Fruilmodel doesn't make a set for this tank. (Speaking of Fruilmodel, have you noticed how the level of whining about white metal tracks has noticeably declined with the advent of the Italian tracks? Anybody can put them together.)

Remember that if you put sag in the top run, there needs to be slack from idler to first road wheel, and from last road wheel to the drive sprocket. I did a lot better job on the right side than I did on the left. I gave the tracks a coat of Pactra hull red, then scrubbed them with emery paper to give me back the natural metal on the high points. I left the inside unpainted, except for the very outside, as the running gear contacts all the inside surface except for that little bit. This was by far the most time consuming part of this kit; I figure about twelve hours plus.

Upper Hull

After the tracks are on, the upper hull can be attached to the lower. Actually you could do this earlier, as there's no conflict with the tracks. Some big gaps showed up at the front; each side of the front plate where it fits next to the fenders got a .015 shim. The rear has a nice locating rib, so this is quite easy.

The rest of this part is metal. First I did the handles on the engine deck and rear hull plate. Arsenal provides some wire for this, but it was a bit big for my taste, about .025, so I substituted a lighter copper wire. The mounting holes for these have to be drilled out, as do the holes for the headlights (.060). There are a couple of circular plates, numbers 16 & 17 on the brass fret, that go on the front plate.

The rest is fender braces. The plans give numbers for these as well as locations. The brass is soft and easily worked, detailed with rivet heads. The fit on the front braces (3 & 4) and the rear braces (1 & 2) was very good; the rest not so good. The problem was the angled hull sides. By gluing down the fenders, letting them dry, and then applying pressure to the upright parts, I got them to work. This, incidentally, was the only part of the kit where I had real fit problems, and these parts were from a subcontractor.

Last, clean off the humongous resin block from the stowage box (it was bigger than the part!) and attach it on the right side. The Lambda kit has a shovel molded on the rear hull plate, which is otherwise bare as can be, so I put a Russian one from my spares on there. The headlights I saved until the

1. The hull rear: huge casting plug in the middle of the hull. The two small bits are the broken off rear fenders, each with its own huge plug. 2. All the holes to mount the running gear must be drilled out; the two torsion bar arm mounts on the left are drilled. The pilot holes for the other arms and the return rollers are visible. Also visible are the scribed locations for the bump stops. 3. The rear of the hull cleaned up with the fenders reattached. 4. The lower hull. All the bump stops are on, as is the idler mount at the front. 5. Torsion bar arms installed. The arms are fairly positive in location, but checks for level should be made. 6. Lower hull with inside return rollers installed. Leaving the outers off facilitates the track installation. 7. For those who don't know just how many a shitload of track shoes is, here's the pile to show you. About thirty shoes were left over. 8, 9. Turret top. Visible are the two handles made from wire, and the white metal lift rings and periscope. 10. The road wheels do not go all the way out against the hubs. If they do, the track won't fit. 11. Front view, complete vehicle before paint (and without the headlights; that's what those holes in the front plate are for). 12. Right three quarter view, as above. 13. Right three quarter view, with paint (and headlights). To me this vehicle more resembles the T-34 than the KV-1, so I wonder where the nickname came from. 14. A stern shot. The rear plate was bare, so I put a shovel on Where the hell is the exhaust system? 15. Right rear three quarter view. 16. Overhead view, emphasizing the turret top and engine deck. 17. Engine deck; the screens on the outside of the hull were painted black, and then drybrushed with the hull and interior green to bring out the detail. Left: more profile action.

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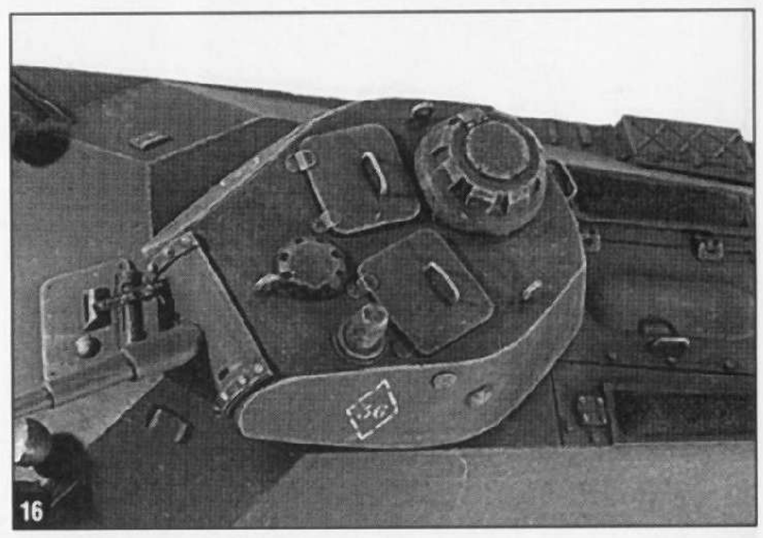
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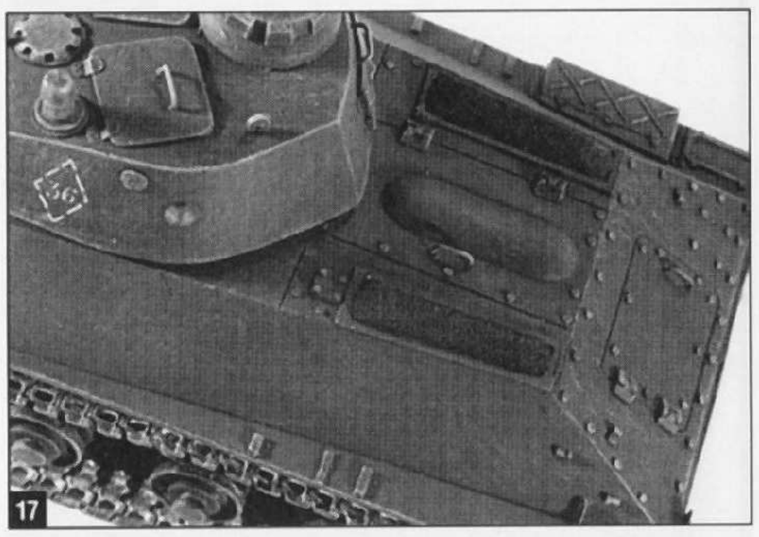
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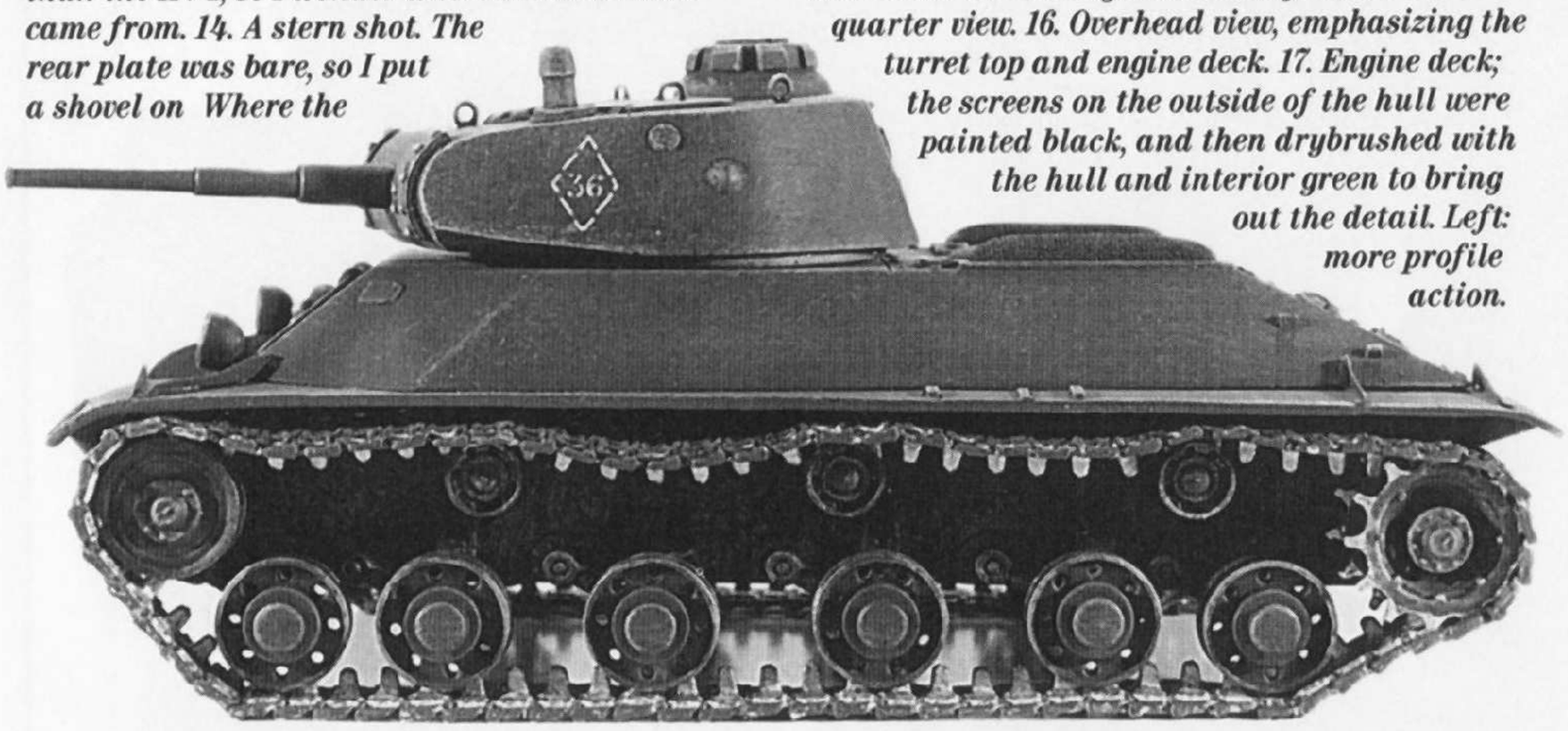


paint job was done; for lenses I filled the openings with white glue (which looked OK, but not as good as MV lenses). Where in the hell is the exhaust system on this thing?

Turret

There are some pinholes to fill on the turret, a few little ones on the top, and some big ones under the cheeks on the turret. I got these sanded and filled before I proceeded. Some more drilling is needed; .022 for the handles (or bigger if you use the provided wire) and .030 for the lift rings. Don't forget the handle on the back of the turret above the hatch.

I put on the photo-etched hinges next. The square ones (14 & 15) go on the rear; the oval ones on the top. Nothing tells you whether to put the top hinges on the front or rear of the hatch, but early war Russian practice was to hinge at the front. And the hinges didn't look like they'd fit at the rear. The lift rings are perhaps the worst molded parts of the kit, but they're usable. I found it easiest to glue them on and then do most of the cleanup. Keeps them from flying away, ya know. In contrast to the rings, the periscope is very nicely done.

On to the mantlet; clean up the main gun and glue it on to give yourself something to align the other two. The gun muzzle next to the main gun is not provided; I used a bit of sprue. The other machine gun is a bear to clean up, but looks OK when it's on. And that's it.

Paint and Markings

Like I said earlier, there ain't a hell of a lot of choice here. You got your dark green, or you got your white. I opted for the dark green (Pactra). The engine grills were painted black, as were the outsides of the return rollers, the opening in the periscope, the machine gun barrels, and the main gun muzzle. The result was drybrushed with Pactra interior green.

The machine gun barrels were drybrushed with gun metal.

The turret markings come from Verlinden sheet 287, Russian tank markings, and represent God knows what. But they look good, the yellow against the dark green, and they fit where I wanted them to go.

Conclusion

Overall fit and finish I would consider acceptable; not up to Accurate Armour or H&K 35, but a lot better than most stuff I've seen from this part of the world. The tracks are the biggest drawback, and those readers who have an aversion to link by link should avoid this baby like the plague. The Lambda kit has link and length, so you have a choice. The finished model scales right on the money with the references. You couldn't say this fills a gaping hole in your Russian armor collection since only 65 were built, but if you've got a "big Klim," you need a "little Klim" next to it!

—Joe Morgan

MMiR RECCE

Arsenal Russian T-50 Model 40 Light Tank. Kit number 35-1218. Kit graciously provided by the U.S. import agent Eastern Front Hobbies (P.O. Box 473, Franklin, NJ 07416). Suggested retail price $42.00.

References

Chamberlain, Peter and Ellis, Cris, *Pictorial History of Tanks of the World 1915-45*, Stackpole Books, Harrisburg, PA, 1972

Crow, Duncan and Icks, Robert J., *Encyclopedia of Tanks*, Chartwell Books, Secaucus, NJ, 1975

Milsom, John, Russian Tanks 1900-1970, Galahad Books, New York, 1970

Tortoise Soup

We get huge with the new hunk 'o resin from Accurate Armour

Wasn't one of those far eastern religions that believed that the world rested on the back of a giant turtle? Well I don't know about that, but I do know that if I were a tanker in the mid nineteen forties, I would have had no problem riding in the belly of this one. Slowly lumbering around the country side, reeking havoc on pill boxes, knocking out Jagdtigers with virtual impunity, and pretty much doing anything I damn well pleased. KAWABUNGA! And with that kiddies I am happy to bring you the latest from those cool dudes from Accurate Armour. The mighty Tortoise. That's pronounced tor-teese (in Scotland anyway), and it is truly massive.

The success of assault guns being produced by the Germans and the Soviet Union, did not go unnoticed by the British army. The design of the Tortoise was the result of a multitude of innovative designs proposed by Nuffield Mechanization LTD. of Birmingham. Nuffield began the project in the spring of 1943 with the final design proposal being accepted in February 1944 as design AT16. An order for 25 was placed, with delivery scheduled for September 1945. What is interesting about the Tortoise story, is that all of the design restrictions regarding size and weight went right out the window, and there was no prototype phase. This gave the Nuffy's a clear playing field, free from a majority of the politics that plagued Britain's tank designs throughout the war. With this freedom they were able to produce a tank of unprecedented proportions (can I get an amen?).

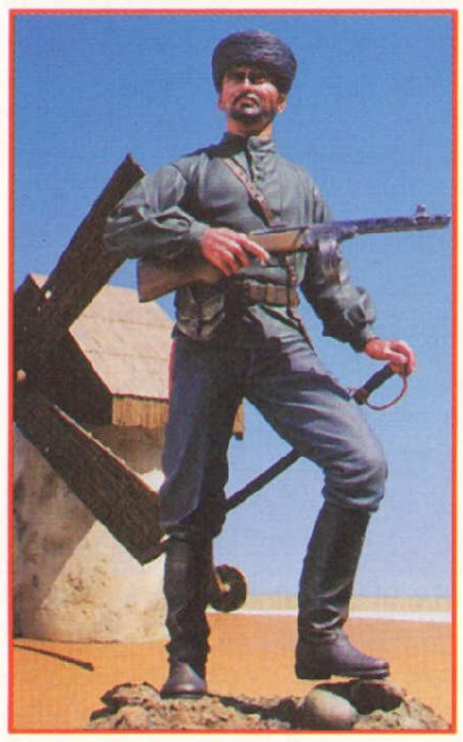
What they did produce was a 78 ton monster riding on a very unusual double torsion bar suspension and sporting a high velocity 32 pdr. gun (94mm) mounted in a massive armored ball. The 32 pdr. was based on the versatile 3.7 inch anti-aircraft gun which made it the most potent weapon of the time. The Tortoise was powered by a Meteor/Merritt-Brown combination which gave it a top speed of 12 mph. The superstructure was a giant casting with frontal armor being 230mm and the sides 200mm. WOW! The weight was distributed on 36 inch wide tracks, which made driving it loads of laughs, but transporting it was a real nightmare. Despite all of the transport problems and the sheer size of the

continued on page 26

SUPER SHERIDAN!

63901 M551A1 SHERIDAN

First complete 1/35 AFV kit from Jaguar. The much desired *accurate* M551A1 kit is finally here! The desert version M551A1 has been designed with the best information available and has complete detail from the hull and up and features the latest style .50 cal gun turret. Injection molded tracks and road wheels.



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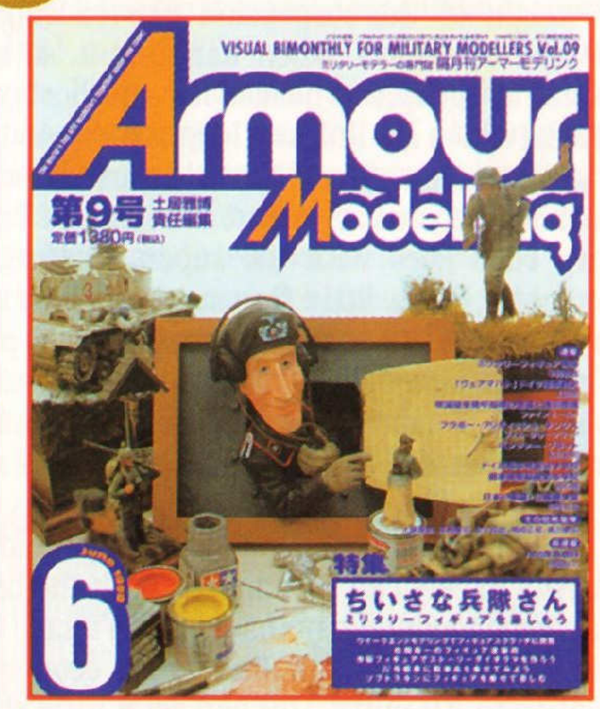

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vehicle, the Tortoise was said to be very reliable.

Due to the end of hostilities, only 5 were produced, these being prototypes P1, P2, P3, P4, and P5. Prototype P1 differed slightly from P2 through P5 in that it lacked an escape hatch, a different location of the gun crutch, casting details and engine deck layout. P5 'Adventurer' was completed in February 1944 and was sent to Germany along with P4 for extensive trials. The kit represents the final 4 versions, with complete markings for P5, and partials for the other 3. This makes sense in that P5 actually went to Europe, and the name of P4 is unknown. So I was goin' 'Adventurer' all the way.

On the half shell

The kit comes packed in a large A/A style box, featuring a very impressive build up of P5 'Adventurer.' The oversized box comes packed with the goods we have come to expect from these guys. A mixture of green and gray resin makes up the bulk of it, with many of the detail parts being cast in the gray. A slight departure from the norm, but I kind of like it. The suspension components are comprised primarily of white metal, which seems to be the medium of choice for A/A. Also included is a nice fret of photo-etch for some of the finer details, a length of that very user-friendly brass tow cable, thin gauge solder for the various conduit runs, and a very slick set of dry transfers. All in all a very impressive package that is sure to give your mail carrier a hernia, or your dark hobby master arms like Arnnie. No pain, no gain baby.

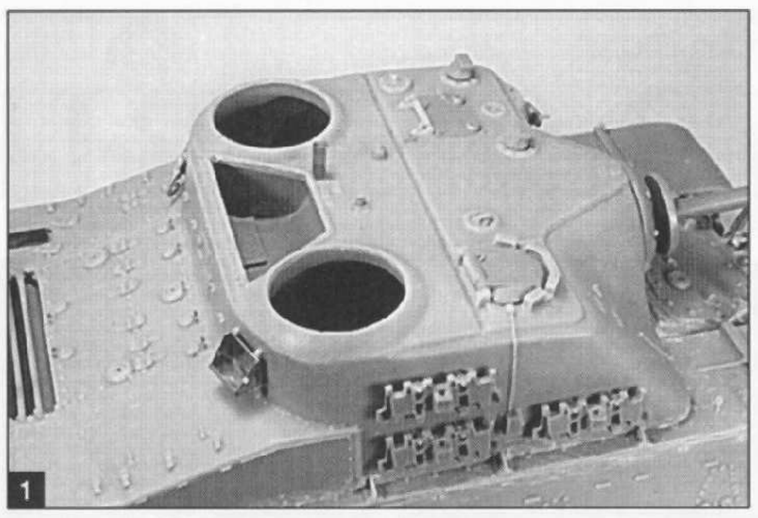
These legs are made for walkin'

Construction begins with the assembly of the suspension. Care should be taken when removing the pour plugs from the suspension mounts, part I. To do this I used a band-saw from Dremel, which really cuts down the time in cleaning up resin parts. Glue the road wheels to the double swing arms, part L. Use a length of track to help keep things straight. I set these aside to dry and mounted the return rollers to the top of the suspension mounts. A/A has thoughtfully cast the part letter designation G&H on the respective return roller and the suspension mount to help insure the proper orientation. Remember that the end most units get only 2 return rollers, which face inboard. So make sure you lay these out in the order in which they will be mounted to the hull.

The mounting of the road wheel sub-assemblies will require a bit of gymnastics in that you have to allow the swing arms, parts J&K to pivot freely in the suspension mounts. By holding the swing arms and the road wheel subs together by hand, I was able to pop them into place on the suspension units. Once everything was finagled into place I was able to glue the 2 swing arm sections together at their keyed joint, allowing the whole thing to pivot freely. Repeat the process for the other 8 suspension units and mount them to the hull. Once they dry, you can set the model on a flat surface, which will establish your ride height. Pivot all the wheels so there is a tiny gap between each wheel and glue everything in place. It is very important that you let those wheels pivot. The attachment of the sprockets and idlers finishes things off.

The shell game

At this point I was faced with a little modeling dilemma. A/A has provided enough track to do an entire run and also gives you the option of scribing out one of the side panels so it can be modeled open, thus allowing a view of those glorious tracks. What to do? It's a real shame that all that beautiful suspension will be covered by the side skirts. As shameless as this sounds, I don't like to paint things you can't see, so I opted to close this dude up. Besides, the sheer weight of the suspension was causing the whole hull to deflect when handling it, so some structural integrity was needed here in short order. The tracks which are link and length were mounted leaving the top run off and the side skirts attached.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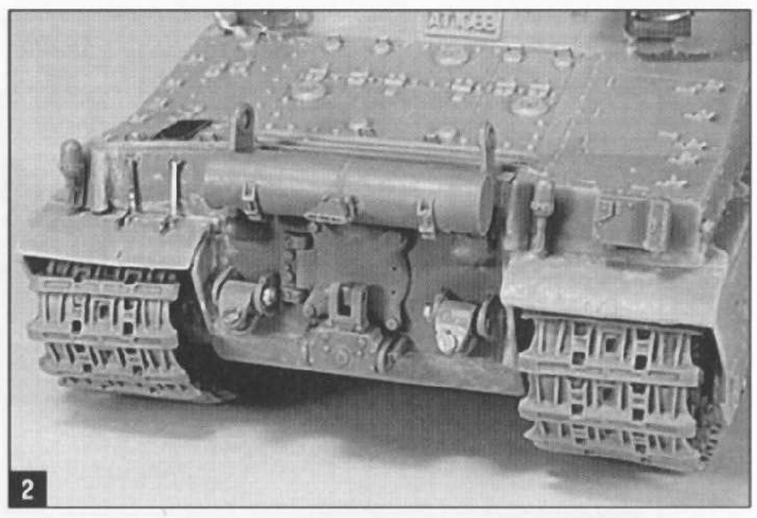
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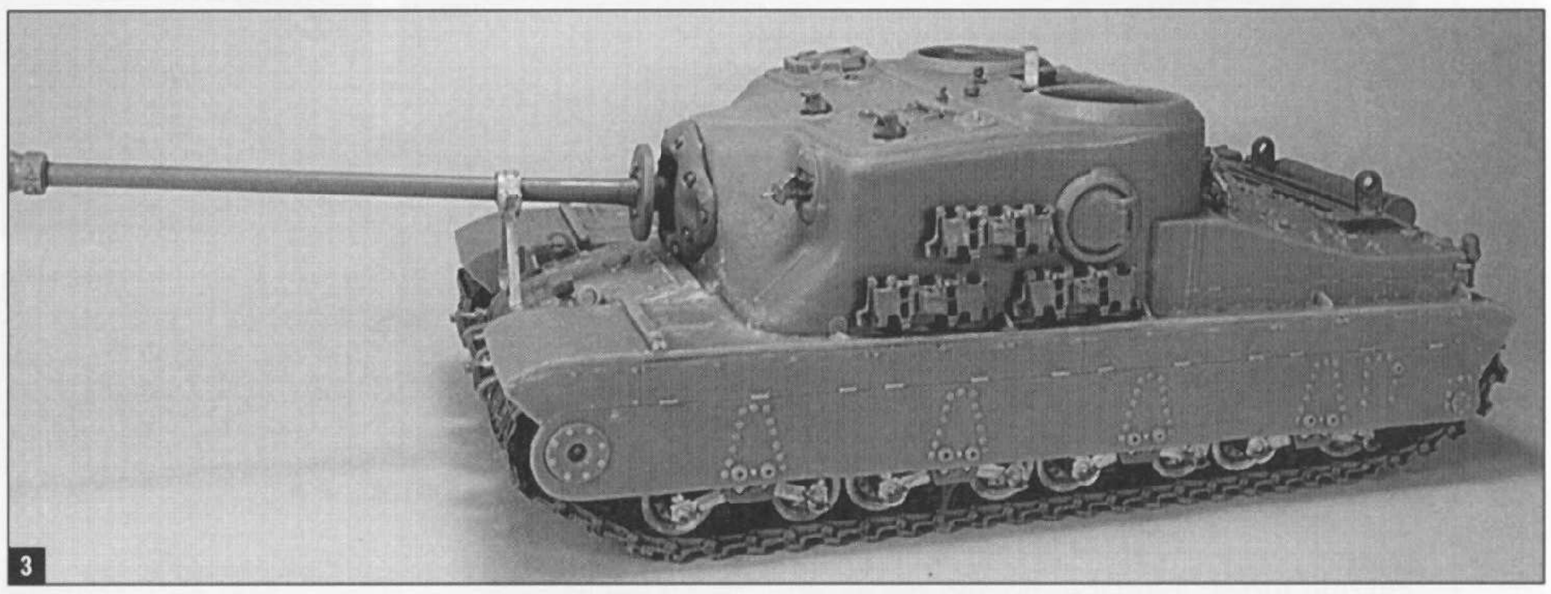
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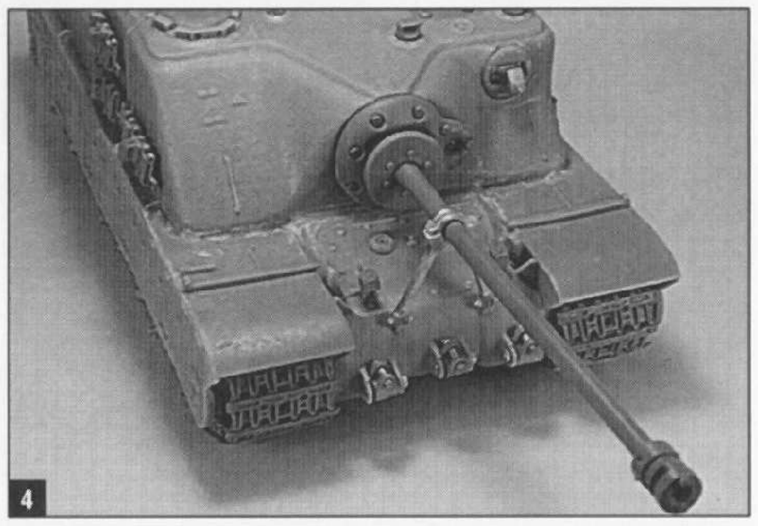
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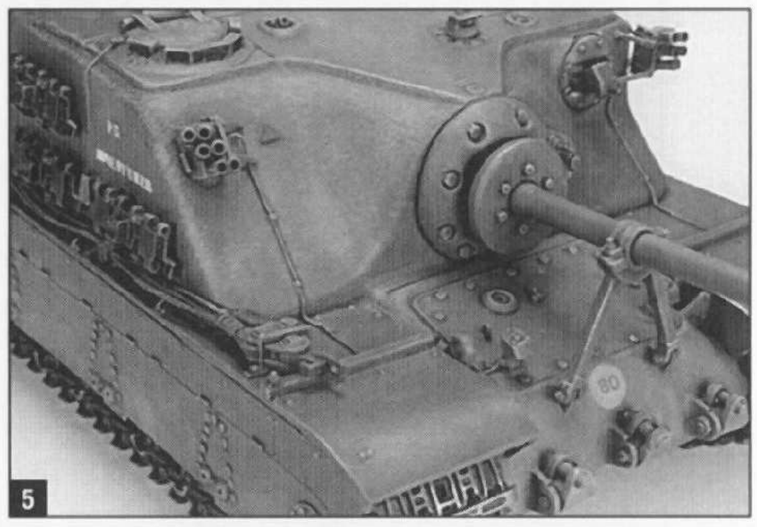
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At this time you can mount the fenders. Take a few dry runs here with the superstructure and back panel. After a little fine sanding, everything fit very well and the superstructure and back panel were glued in place using five minute epoxy which allowed time to fine tune everything. Some minor gaps did appear, so I filled them using Testors modeling putty diluted with lacquer thinner. This gave it a soupy consistency and was applied with an old brush. Any excess can be removed with the brush. This is a good technique in that you don't have to do any sanding and this product is an economical alternative to AB putty. This can get a little stinky so make sure you're in a well ventilated area.

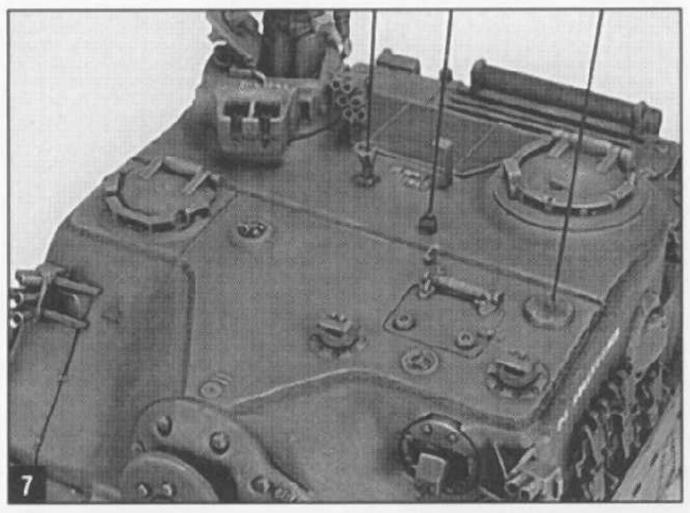
Details, details, details

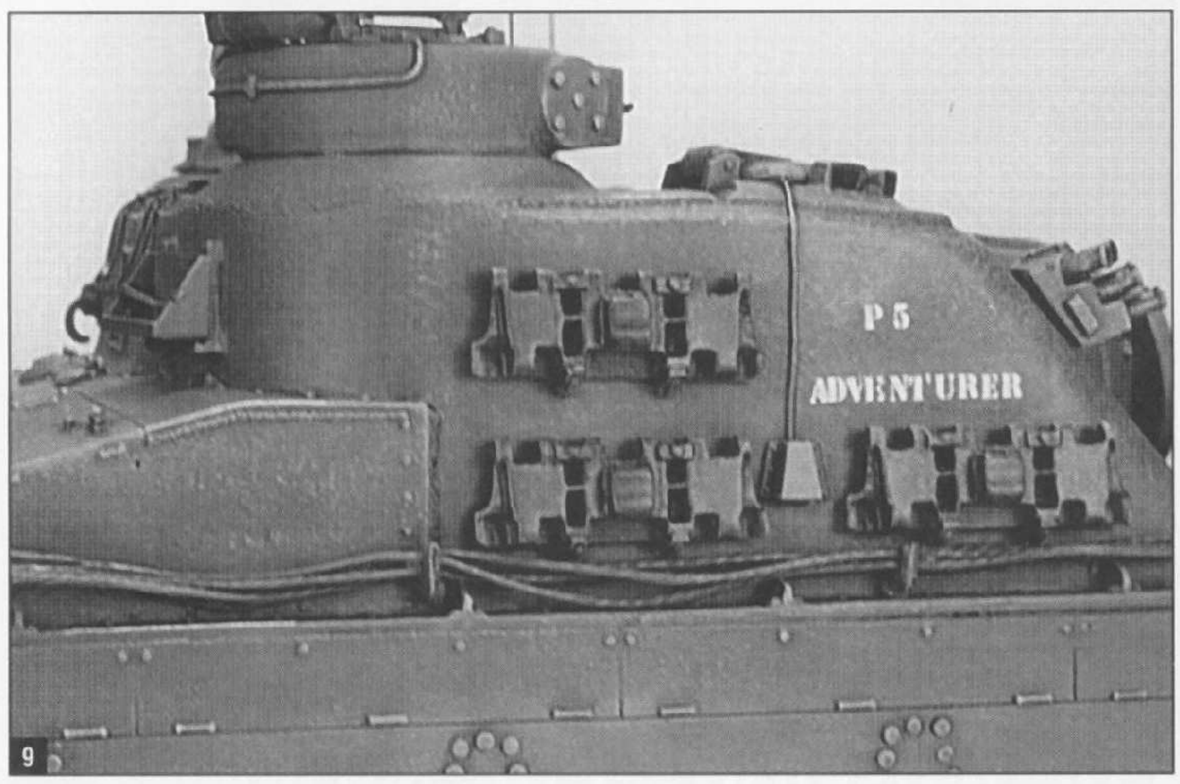
Due to the weight of the model, it occurred to me that handling it through the rest of construction would be a problem. I assembled the cupola and the machine gun turret and set them aside. This left the 2 holes open thus allowing me the ability to pick the whole thing up like a bowling ball. All the hatches were closed with the exception of the machine gun turret, which was going to be stuffed with a figgy. An interesting tid bit about the machine gun turret is that it was found during trials that the machine guns could wipe out some of the fittings on the top of the tank, as well as personnel, so a series of stops was put in place as a safe guard.

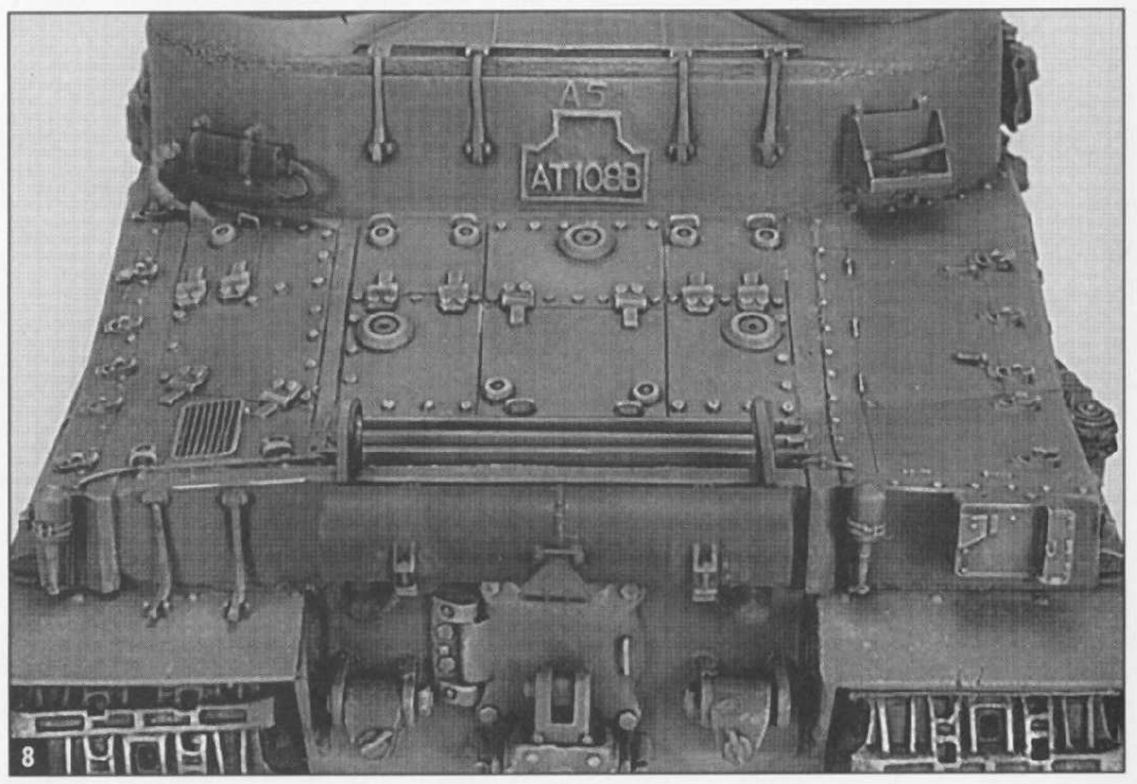
The mounting of the towing brackets was a little niggly. Be careful with their orientation, I wasn't and had to break them off and start over. Oh well. The 32 pdr. was cast to the large ball and was dead straight. To mount the gun you have to put things on in a specific order. Slide the gun securing ring part X over the gun, attach the mantlet part AA and set the ball into its cavity. If you want to model the gun retained in its crutch, you have to fit it in place at this time by sliding it over the gun tube. It's a good idea to keep things loose so you can adjust everything. At this time glue the securing ring to the hull and nail down the gun crutch. The muzzle brake can now be mounted with the prominent bolts being vertical.

To mount the cables, drill out the cable ends and blue tack them in place so you can measure the cable length. Cut the lengths and glue them to the ends. Once the cables are attached it's very easy to mount the cable supports. I can't say enough about these A/A cables and I am very glad to see them sold as a separate item. The hole under the auxiliary engine vent needs to be filled with plastic card and painted black before attaching the vent screen, part E2. The large cavity for the air intake also needs to be painted before attaching the large screen, part P1. The photo-etched parts in this kit are very well done with all the bend lines being on the correct side which really shows on the rear storage tray, part E10.

Take care in bending the brackets for the smoke







1. The roof prior to the installation of the large central screen. 2. The highly detailed back end. It's difficult to tell from these black & white photos, but AA often provides the smaller resin parts in a different color. 3. It's a long drink of water. Many of the suspension components are white metal. 4. The main gun, a resin piece that is as straight as an arrow. Note the white metal travel lock. 5. The front right fender area. AA supplies excellent tow cables. 6. Tortoise rocks, dudes! 7. The roof. There's plenty of detail here. 8. The back deck. AA always does a good job on those cast bits. 9. That's quite a track link, huh? AA supplies solder for the many exterior conduits. 10. Look out! Here comes the big man. The model has a very robust appearance when finished.

dischargers and test fit everything before final placement. The front left smoke discharger is a little tricky because you have to cut the upper mounting bracket, part E5, to suit. No big deal, just take your time. The miscellaneous conduit runs were applied using the supplied solder. The most time consuming part of the detailing process was the bending and mounting of the 11 grab handles using the patented Stansell "one-hole" method. Other than that, the rest of the details went off without a hitch. A real cream puff.

Turtle soup

The model was primed using white Armory primer. I masked the gun tube with drafting tape using the box art as a guide so I could paint the black squiggles later. The whole thing was then air brushed flat black using Tamiya XF1. The tracks and suspension were sprayed with Tamiya flat earth XF52. I whipped up a batch of Humbrol khaki drab #159, mixing 60% paint, 20% Humbrol thinner and 20% lacquer thinner to give it some bite. Everything was shot with this mix except the suspension. With the exception of Floquil paints, I have been mixing lacquer thinner in my paint, including acrylics, with some really good results. A coat of dead flat was applied prior to applying an oil wash. Tracks can be painted on the model by mixing Tamiya flat black and red brown on a pallet. Dip your brush in alcohol and thin the mix down to a wash consistency. Then paint or wash the tracks until you get the desired result.

This model was a real peach to dry brush. With all the detail it was hard to stop. Earth tones of various shades were drybrushed on the lower portions, followed by progressively lighter shades of the base color, with the final color being a light dusting with Humbrol matte #28, which is an off white. The squiggle black camo on the gun tube was hand painted along with the rest of the appropriate details. The dry transfers were applied per the instructions and the bridge marker was sprayed using a home made template. The 80 in the center of the circle was scrounged from a spare transfer sheet. The tracks were drybrushed with a rust color, and then a mixture of silver printers ink and black oil paint. A final coat of dead flat and some pastels and this Tortoise is ready to role.

Figgy puffs

The approving chap who just got done taking our Tortoise for a ride is a slightly modified Hornet figure. The head was replaced with one from Ultracast's British/Canadian W.W.II tanker set. I believe these are more to the Canadian side due to the maple leaf on the beret. The only thing I can say about these heads is "buy 'em!" They basically paint themselves. The other figure is Hornet's Brigadier, who I affectionately refer to as Lord Pompous Ass. He's going to be part of another project, but I thought it would be cool to have him hanging around, just to give a sense of scale. All the figs were painted using oil paints and Humbrol.

Conclusion

I can remember seeing pictures of the Tortoise when I was a wee lad and thought, gee wouldn't it be cool to build a model of that. Well 20 years later, it's here. The guys from A/A have done it again. Make the impossible possible. Yes this kit may be pricey for some, but when you consider the rising prices of plastic kits, photo etch sets, metal tracks, aluminum gun barrel, which is the norm for today's modeling standard, it's pretty much a wash. Besides, how many of these do you expect to see at the next show? The quality of A/A's kits keeps getting better and better. This was a real fun kit to build, and I would recommend it to anyone, including those not used to resin kits. Now all I have to do is find some room on my shelf. Anybody know a cheap carpenter?

—Nick Vanston

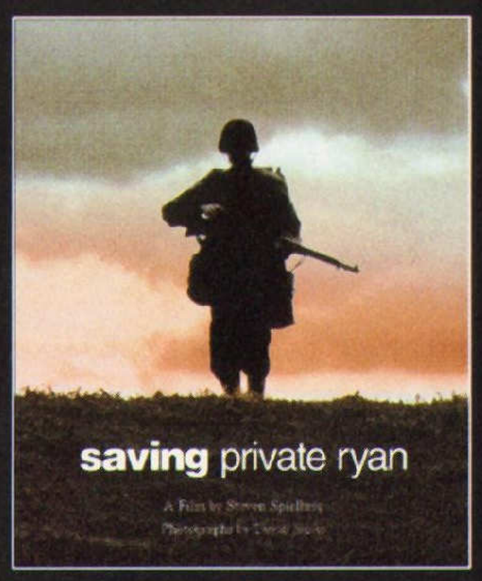
MMiR RECCE

Accurate Armour Tortoise Superheavy Tank. Kit number K68. Kit graciously provided by the manufacturer. Suggested retail £72.50.

References

The Big Book of Even Bigger British Tanks, by Carlton "Pip-pip" Henderson, Badfood Publishing, 123 Up the Giggie Road, Chipped-Beef-On-Toast, United Kingdom. A good general reference with brief coverage of the Tortoise and plenty of pictures of nude women.

SAVING PRIVATE RYAN



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A stunning original book, printed in four-color, created to commemorate the film by Steven Spielberg—the Academy Award® winning director's WWII drama, starring Tom Hanks, and showcasing the extraordinary photos of David James.

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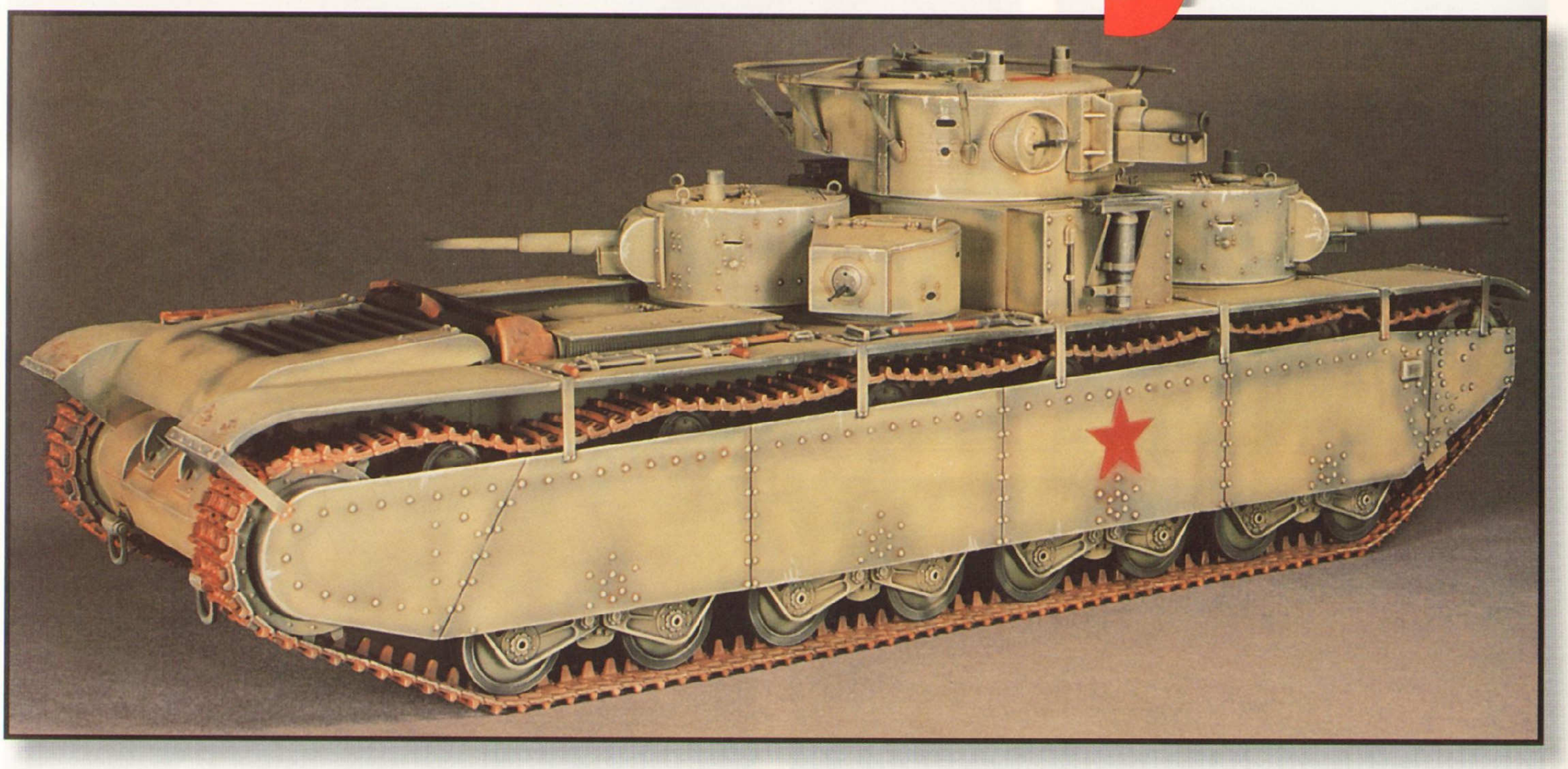
Ice-T baby

ICM weights in with yet another big, green styrene monster. Look out!



Hallelujah and PTL baby! The T-35 is here! No more resin beasties. I finally managed to snag one as a sequel to my T-28 review in the last issue. I guess Pat saw the error of his ways and sent me the kit after all (a fair amount of pestering and whining didn't hurt either).

The T-35 was just plain 'effin huge and started out life as a derivative of a tank call the T-32, which was itself a heavy break-through version of the T-28. There was a strong influence here from the Vickers Independent multi-turreted tank. And the T-35 had those in spades, man. It mounted no fewer than five turrets and was armed with a 76.2mm main gun, two 45mm guns in separate turrets and 5 7.62 MGs, one each in two turrets and the remaining three as co-axial mounts.

Two versions of the T-35 appear in wartime photos. The first is the 1935 version and the second is the 1938 version. The '38 had sloped sides on the main turret, while the earlier version had straight sides. The kit is the 1935 version.

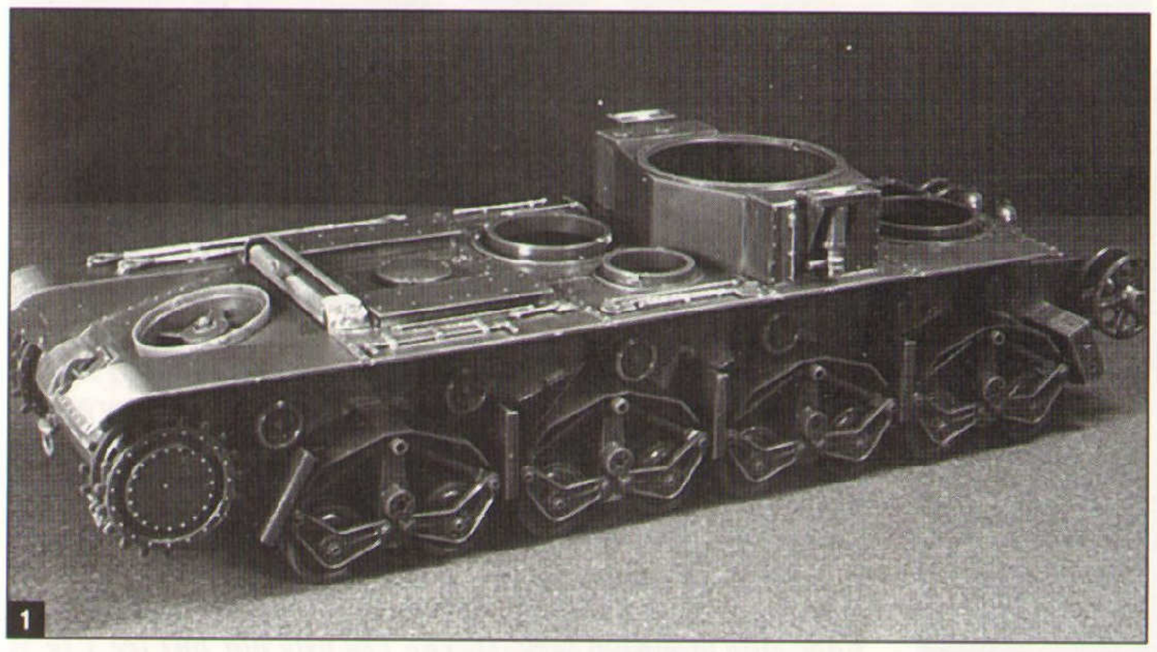
Da kit!

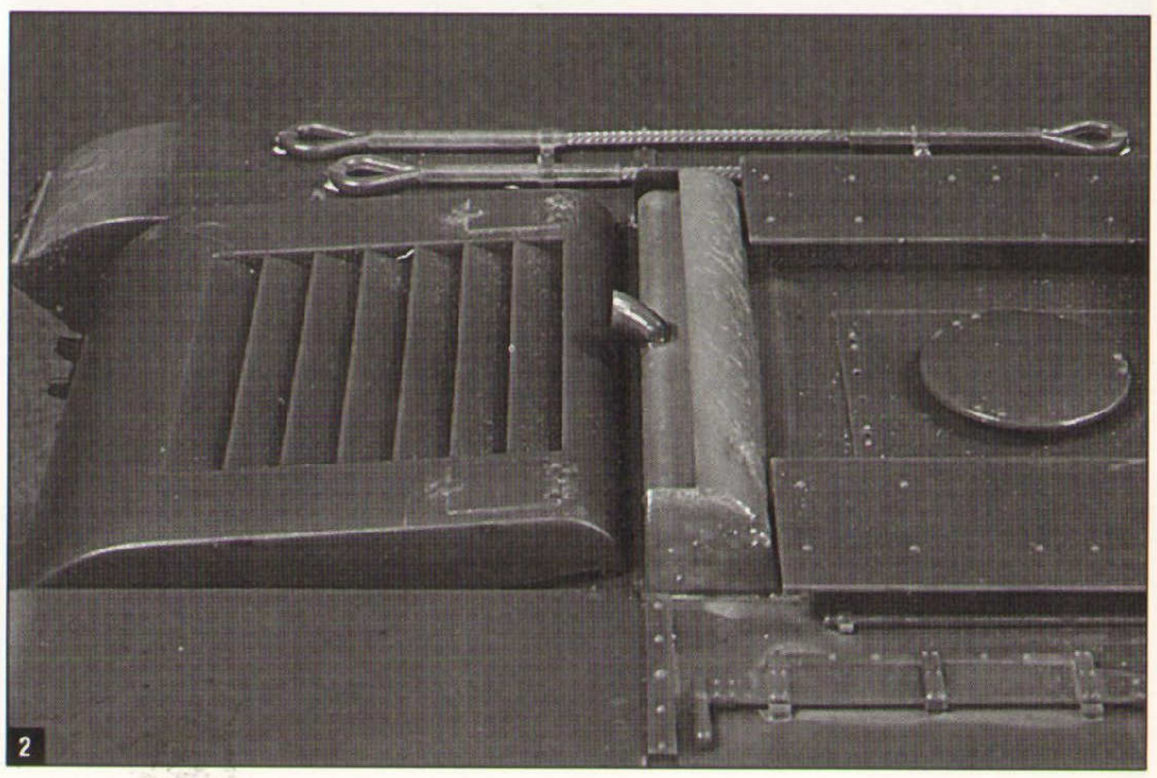
The ICM T-35 is the second of two new all styrene kits to emerge from this east-block company. This kit was not quite as exciting as the T-28 (although not nearly as disappointing as the other big green thing that came out this summer). This is no easy lay on prom night, my friends. This is one complex kit and it's not for the beginner. This is not to say that it's a bad kit. ICM kits are vastly superior to just about anything else coming out of this part of the world.

The real T-35 was also a very complex vehicle and ICM has done an admirable job in recreating it in miniature. The lower hull is one piece, which is surprising given that these kinds of large parts are rare in east-block kits. Most of the subassemblies on the lower hull must be built and allowed to thoroughly dry before moving one. This tends to slow things down. If you like to build fast, you may find this a little frustrating.

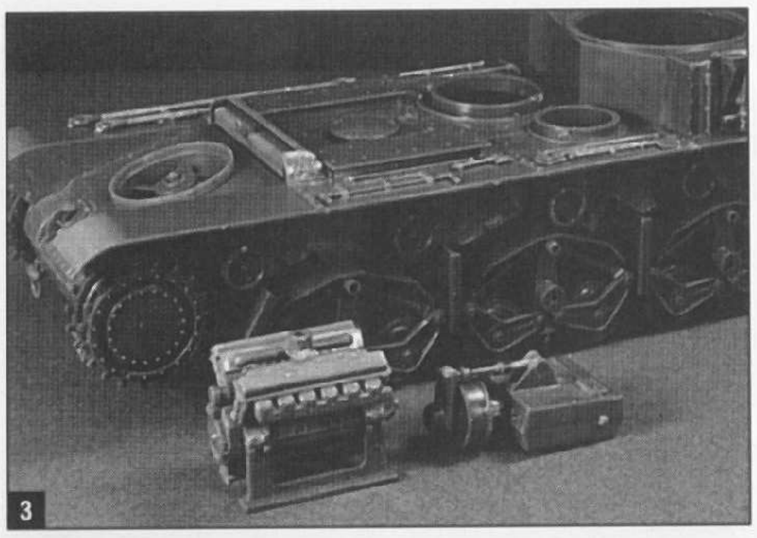
The individual suspension stations are outstanding and it's a crying shame to hide them under the massive side skirts. The same is true for the idlers and the drive sprockets, both of which are really well detailed.

The tracks are great looking link-to-link and they fit perfectly. These must also be built slowly and carefully. The sheer weight of them makes





1. The basic hull. Check out the large fan assembly on the rear engine deck.
2. The back deck. I roughed up the cowling for the muffler with my Dremel to give it a beat up look. The molding throughout is first rate.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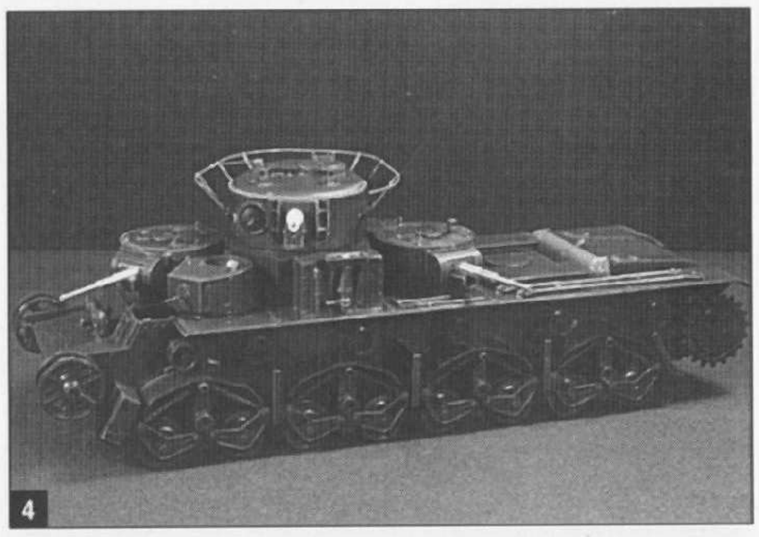
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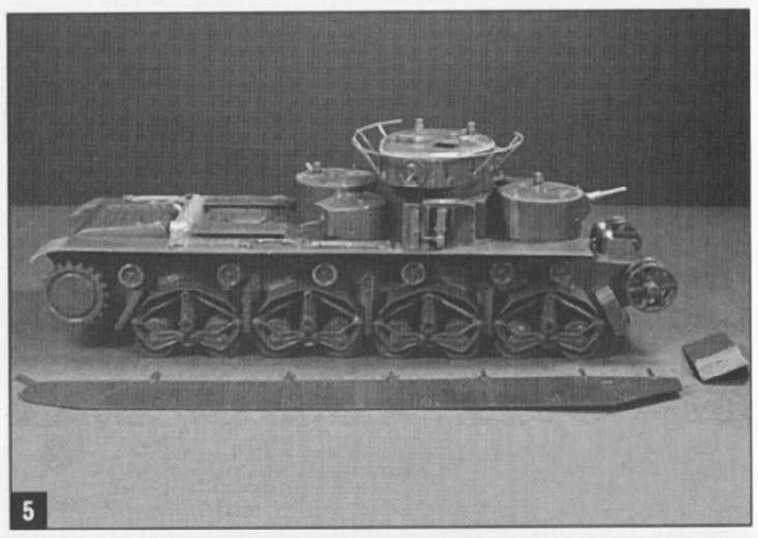
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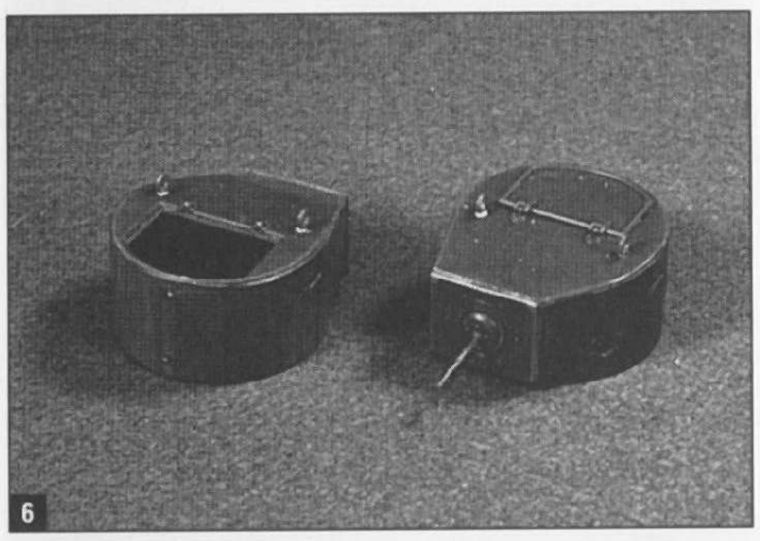
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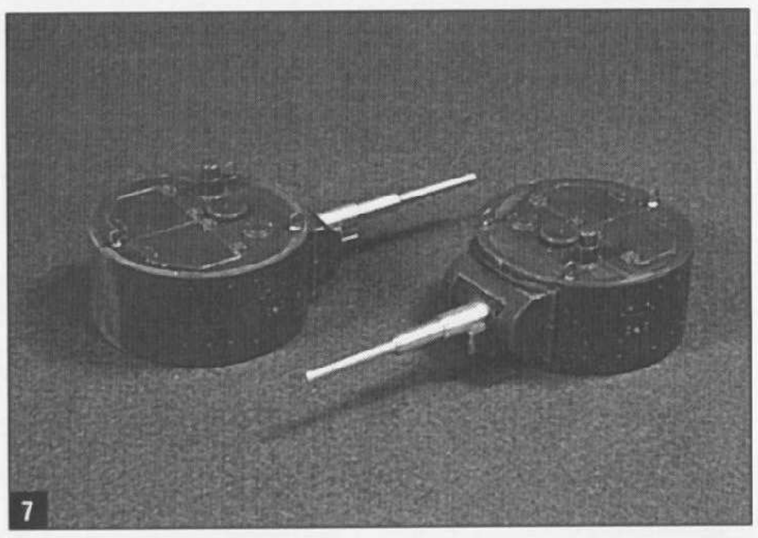
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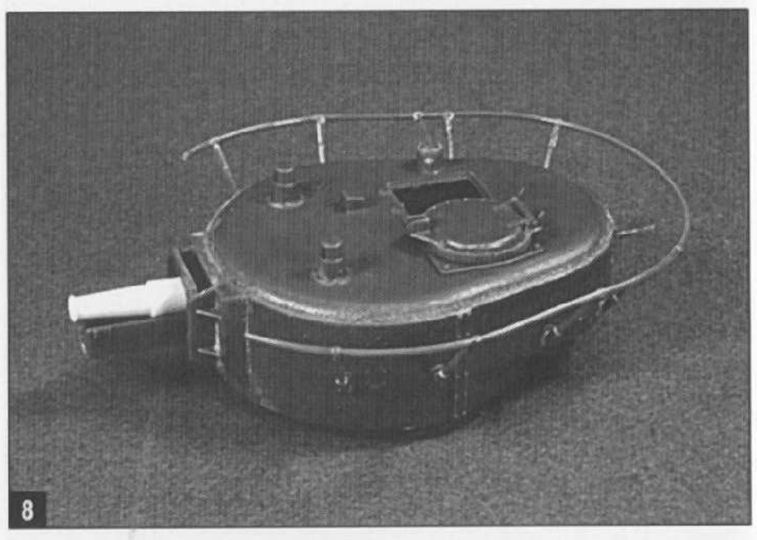
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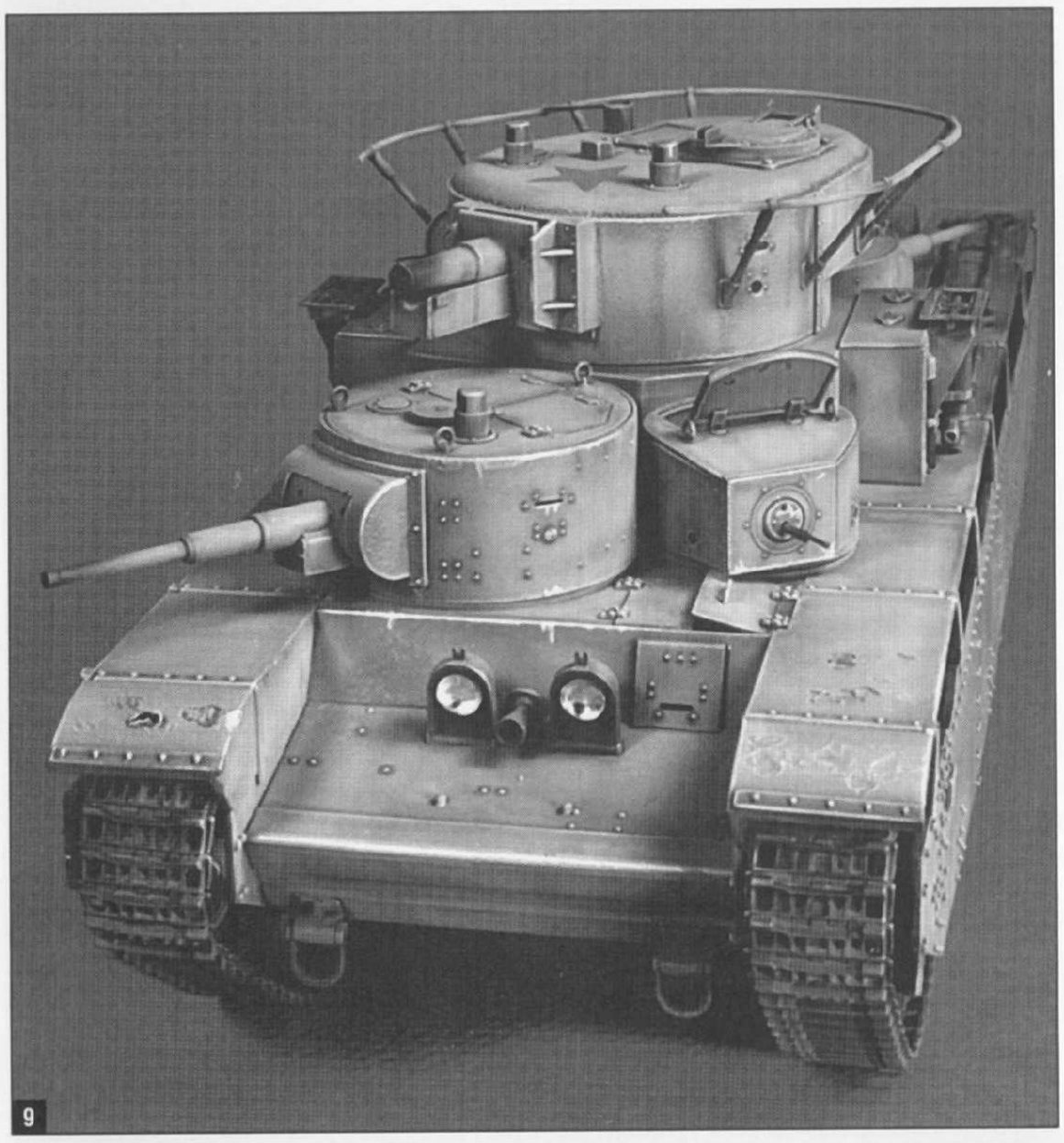
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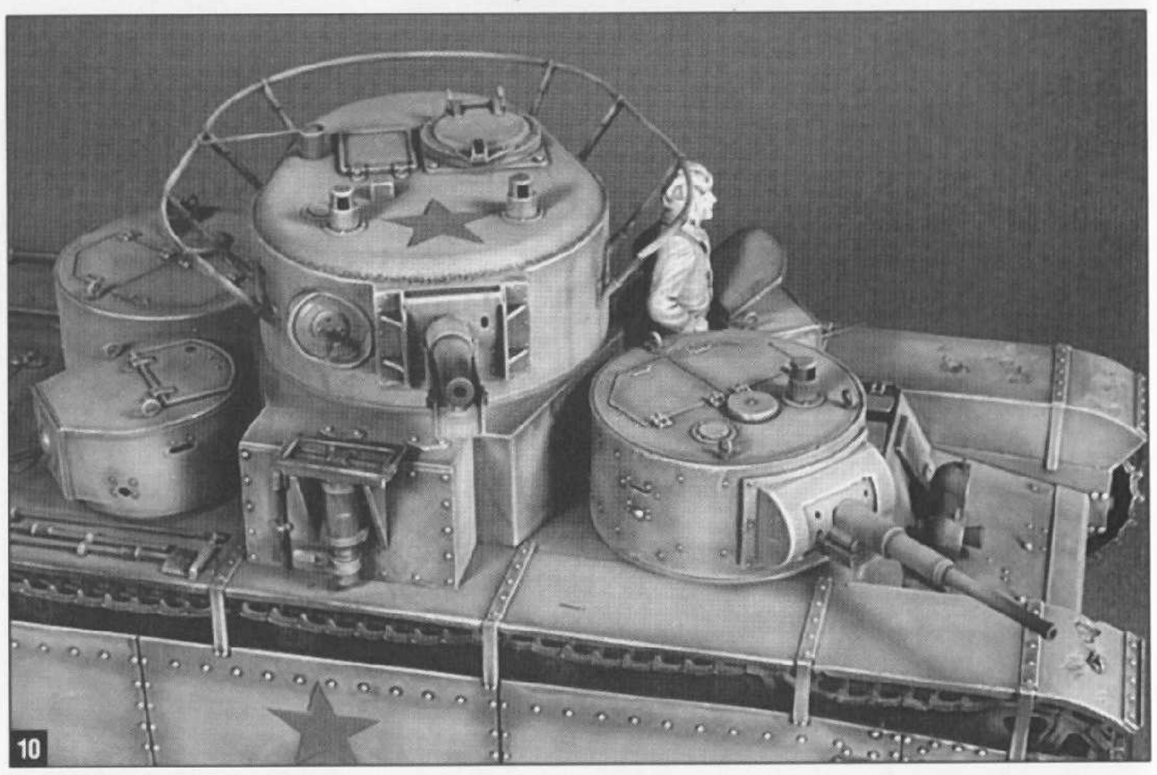
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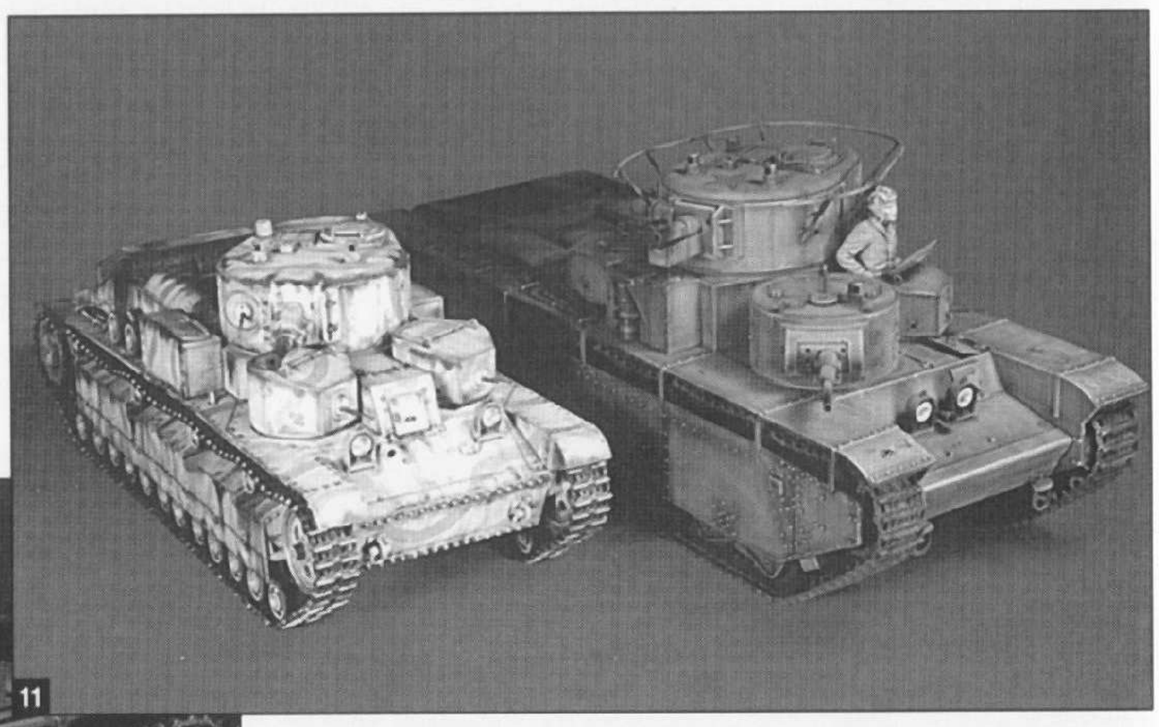
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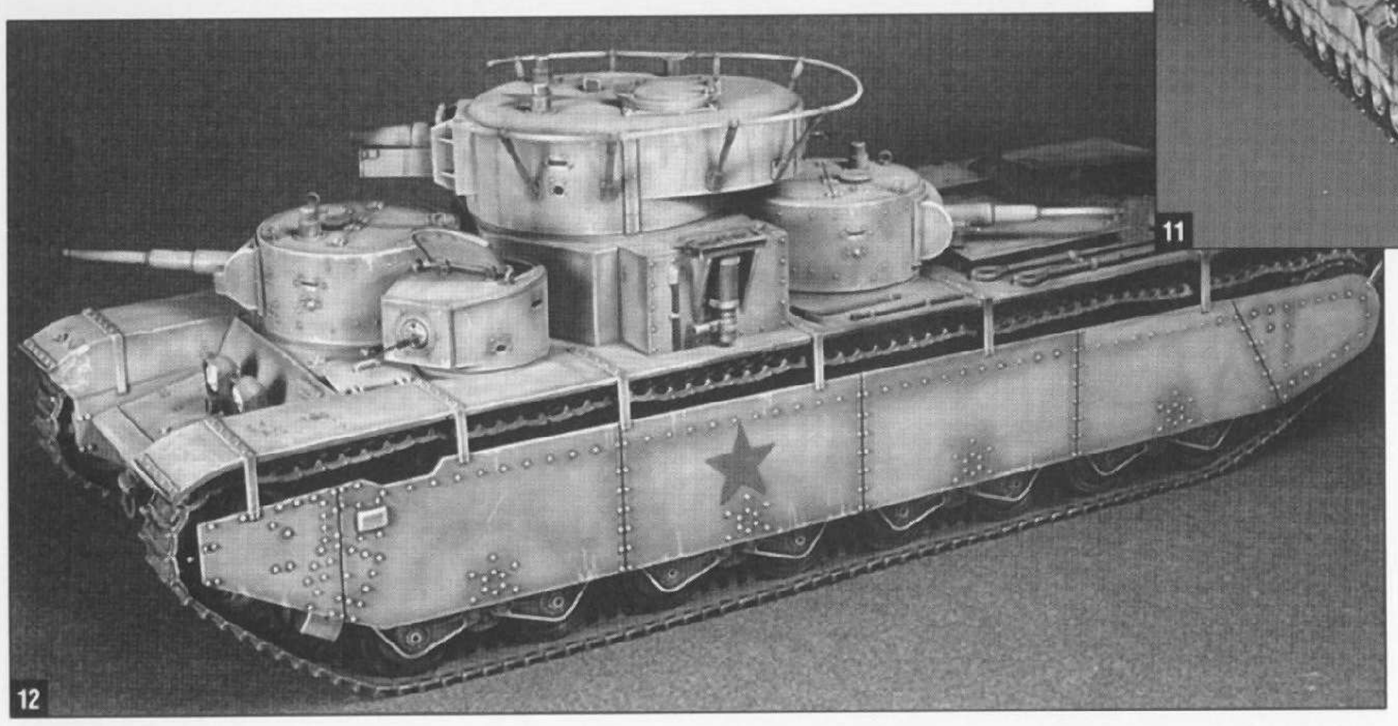
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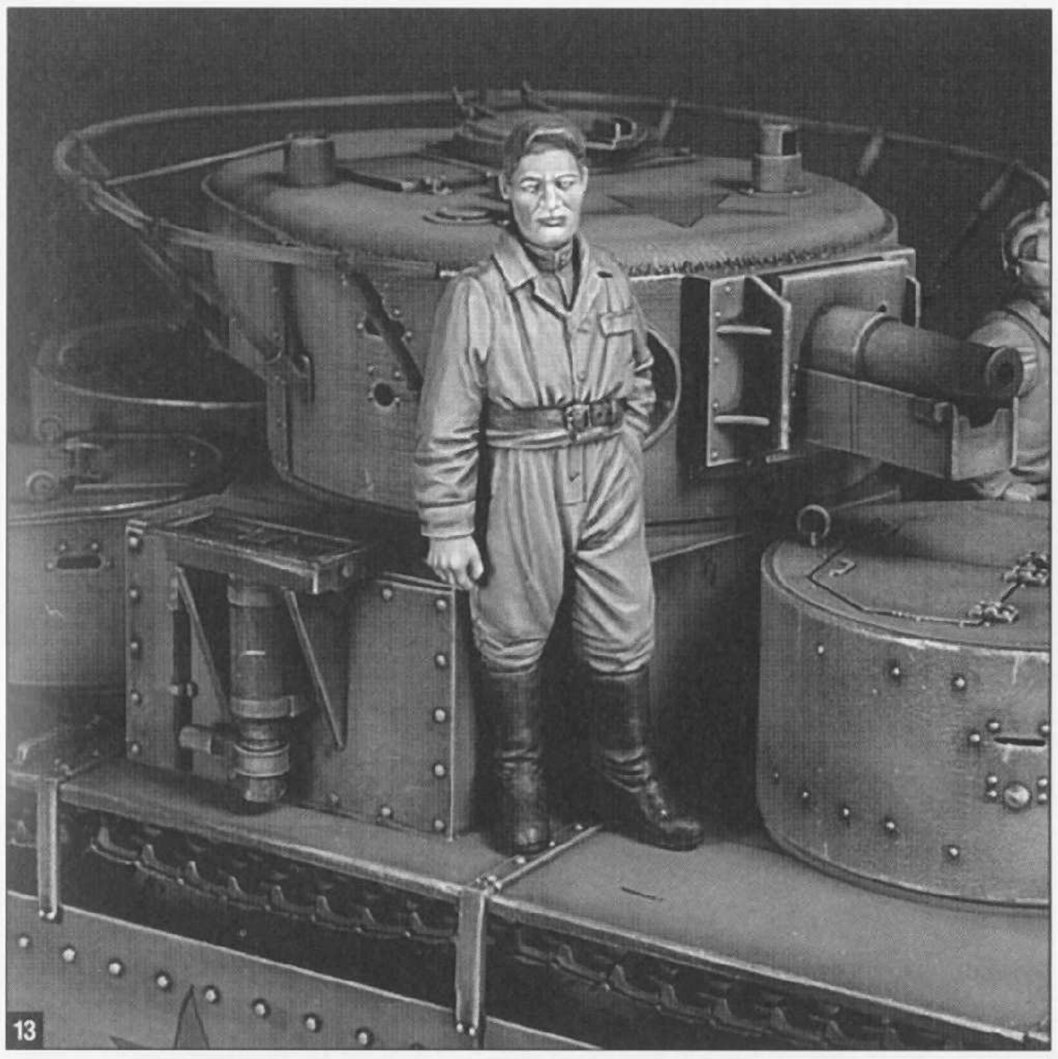
3. Like the T28, the T35 gets an engine and tranny. I left mine out. 4. The individual bogie assemblies are gorgeous, not to mention complex. 5. The side skirts unfortunately cover them up. 6. The MG turrets. The 7.62 guns are fully detailed. 7. Turned barrels for everybody! Jordi Rubio strikes again. 8. The main turret. A friend turned a replacement barrel for me. 9. The finished kit. The MV lenses set it off nicely. 10. It's a sea of turrets. Note the huge side mounted jack. 11. The T28 was big, but Ice T is bigger, man! 12. Tall and tan and long and lovely... 11 inches of styrene fun. 13. Up close and personal. The figures are new items in the Warriors line.



I also added MV lenses to the light on the front of the hull (#248). After painting, of course.

There is quite a bit of work on the turrets, mostly because there's five of the little bastards. I detailed the main turret with a little weld bead detail around the top and a new gun barrel, which was turned for me by a buddy. I was fearful of that large, delicate looking antenna, but it came off the sprue with no problems.

The 45mm turrets each got a Jordi Rubio barrel and the small MG turrets got a bit of Grandt Line sprue worked into their upper edges to represent weld beads.

House Painting

Well, it's almost as big as a freakin' house. The finished model is 11.5 inches long. I tried something new for the T-35, Badger Model Flex acrylics. The model was painted overall Brunswick Green, which is a nice dark green. This was then shaded and highlighted with Dark Green (which is actually much lighter). This was further lightened with Yellow for the brightest highlights.

The red star markings were all made from a Stencilit stencil and the tank was weathered with Windsor & Newton oils and drybrushed with light tan.

High wear areas got small touches of Silver printer's ink to represent chipped and worn paint.

ICM rawks

They do. I dug this big dude. It wasn't the easiest build in the world, but I couldn't see designing the kit any differently. It's a big ugly bastard and you can't get around it. The finished model looks way cool sitting next to my T-28 and I can't wait for ICM's next hunk of commie styrene—the IT-28 bridge layer!

—Chris "Panzer" Mrosko

them fiddly. I assembled them in short sections.

Like the T-28, this kit includes a completely respectable interior and engine. This includes tons of those radically detailed 7.62mm MGs. I left the innards out of my model, but at least one photo shows you what's inside.

The upper hull is a wealth of detail and the engine cowling covers a large vent fan. I roughed up the guard around the muffler with my Dremel tool to give it a beat-up look. The front fenders got the same treatment.

MMiR RECCE

ICM T-35 Tank. Kit number 35041. Kit graciously provided by ICM's U.S. importer, Squadron Mail Order. Suggested retail price $45.00.

References

Stalin's Heavy Tanks 1941-1945 The KV and IS Heavy Tanks, Armor at War Series 7012, Concord Publications Co., 1997. ISBN: 962-361-616-3. Only a few pics, but they are large and clear.

Russian Tanks 1900-1970, The complete illustrated history of Soviet armoured theory and design by John Milsom, Galahad Books, 1970. ISBN: 0-88365-052-5. Way out of print, but useful if you can find it. Several small photos and history.

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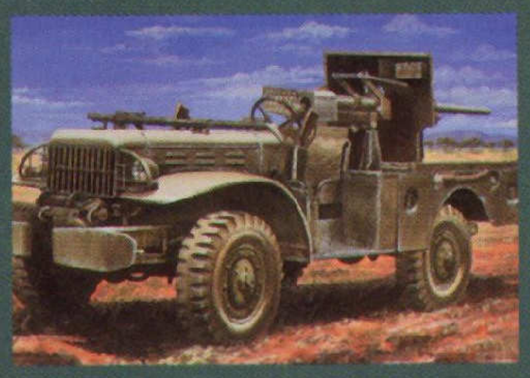

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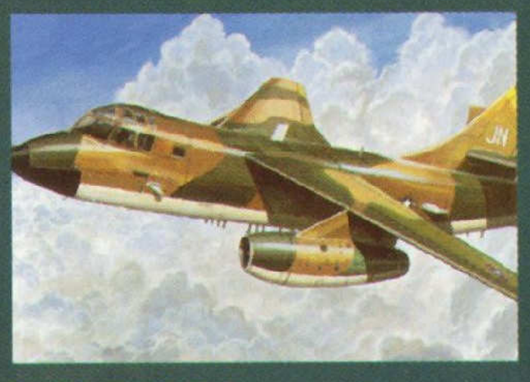

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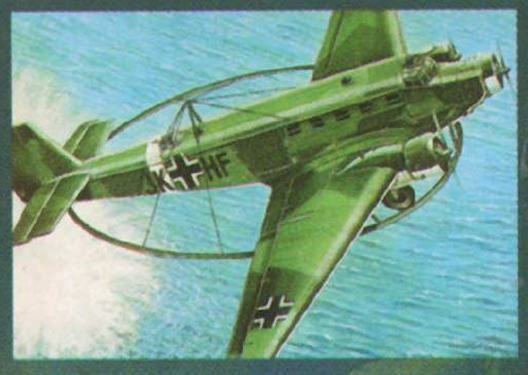

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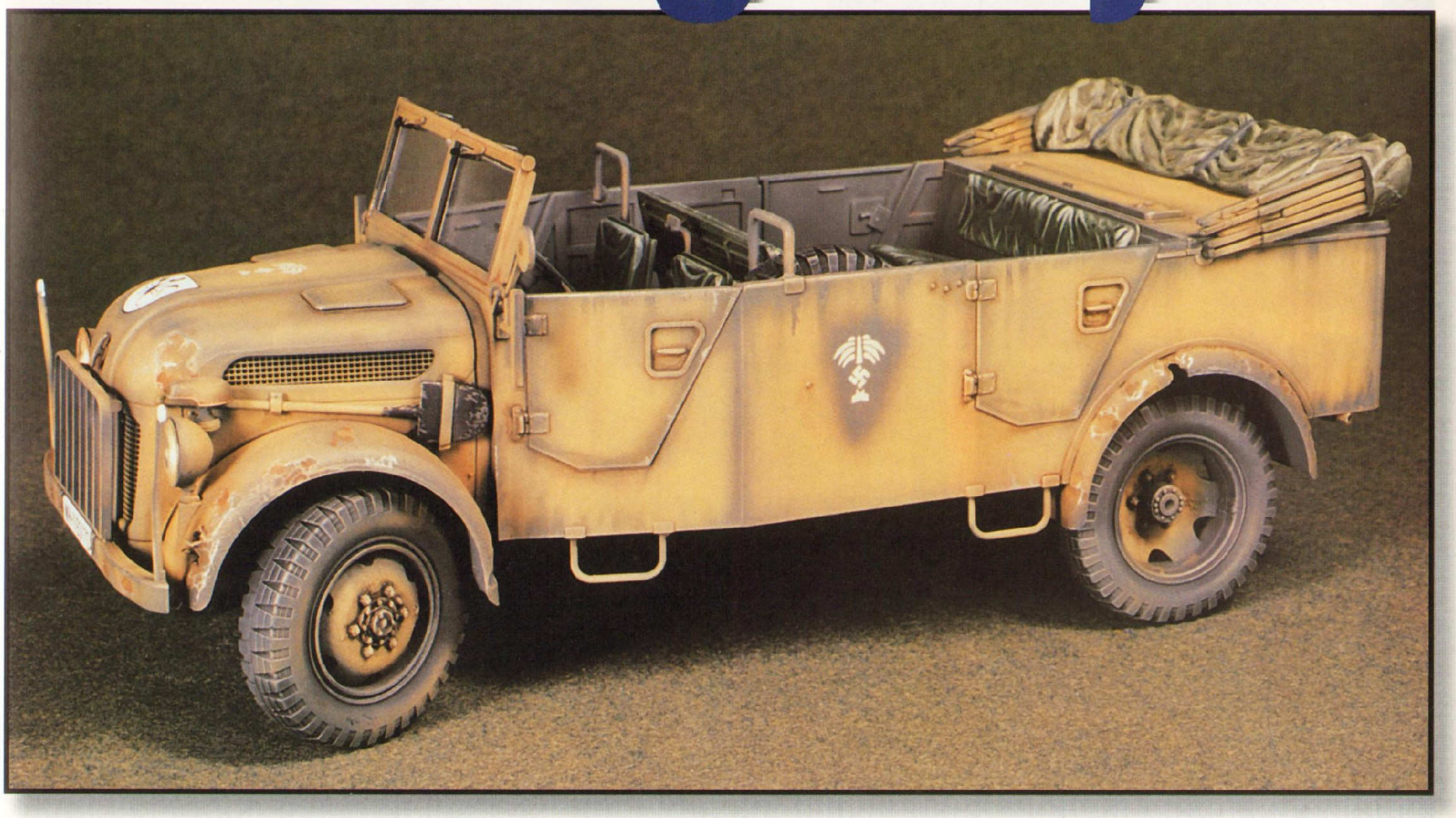
An unusual, but very pleasant surprise from Tamiya



Just when we are gettin' all hot over what the next Tamiya armor will be, they go and throw out a soft skin. Not just any soft skin, but a popular German one. This is the Steyr, Type 1500, a very common (18,000 by '45) heavy car of the 1.5 ton class. These were produced from 1942 on to the end of the war and they were designed to replace the complex and unreliable earlier designs from Mercedes and Krupp. It seems that some of these were prone to things like busted springs and failed axle joints. Not good.

The 1500 was manufactured by Daimler-Puch and Auto-Union and the only differences between the two are a tiny stamped logo in the middle of the hood. It was innovative for its day with a big-ass 3.5 liter V-8 whipping up 75HP. It had 4-wheel drive utilizing a unique front drive system, central lubrication and oleo-hydraulic brakes. Steyr-man was popular with the dudes in the field, being roomy and having a reputation as ultra-durable.

There were two basic versions of the vehicle, the 1500 A/01 and the A/02. The only differences in these was the location of the spare tire.

Just my Typ

Tamiya, what gives dudes! Where in the world did you guys get the idea for this? I'm ultra glad that you did, it is one awesome model.

The kit is molded in tan styrene and gets hatched out of four sprues, a sheet of clear parts and the hood, which is a single bagged part.

Building this baby means starting with the frame and Tamiya's engineers have struck again with a super detailed yet simple to build undercarriage.

No complete engine is included, but three detailed parts fit into the frame to create the transmission and engine (the way it's set up makes me think a separate engine may be in the works). The front trans axle is made totally cool with the addition of shock absorbers, brake drums and a delicately molded steering assembly.

The remaining drive train parts are also totally beauteous and the whole thing gets finished off with a complex, yet two-piece exhaust system.

The wheels can be made to turn on the classic Tamiya poly caps, always handy when it comes time to paint.

As you can see from the photos, I built two of these bad boys. I re-worked the ball joints and steering arms to make the front wheels workable on the Afrika Korps model. This was a bit of a hump, but it makes the model more attractive to photograph.

Upper body work out

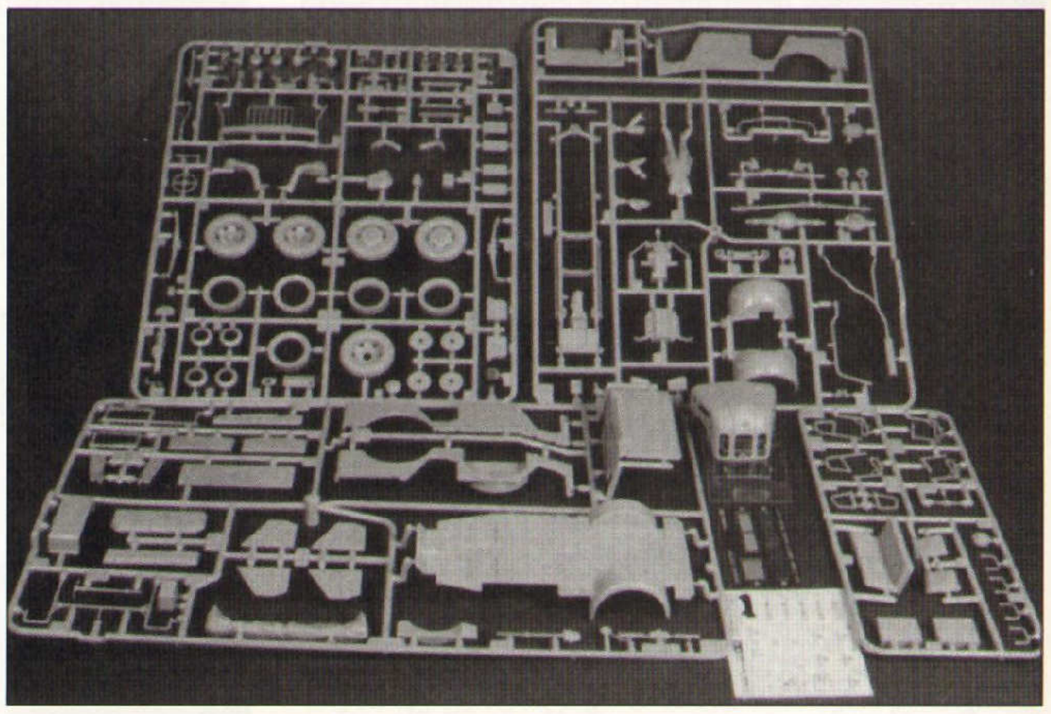
The upper body work comes next and things really start to fly. The major body panels go together without a hitch and this is where you get the choice of side panels for either the 01 or 02 types. All the interior parts get installed at this stage and Tamiya impressed me again with lots of cool levers, interior bracing and seat texture.

The rifle racks are another neat detail in this area. Make sure when you install them that they correspond to the braces in the floor.

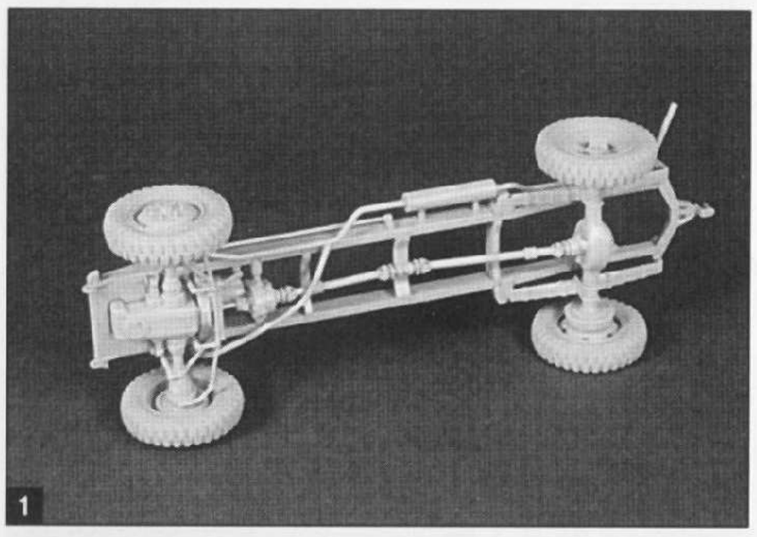
I'll tell you what: there were some vicious knock out marks on the inner body panels. Shocking, but nothin' a little putty won't cure.

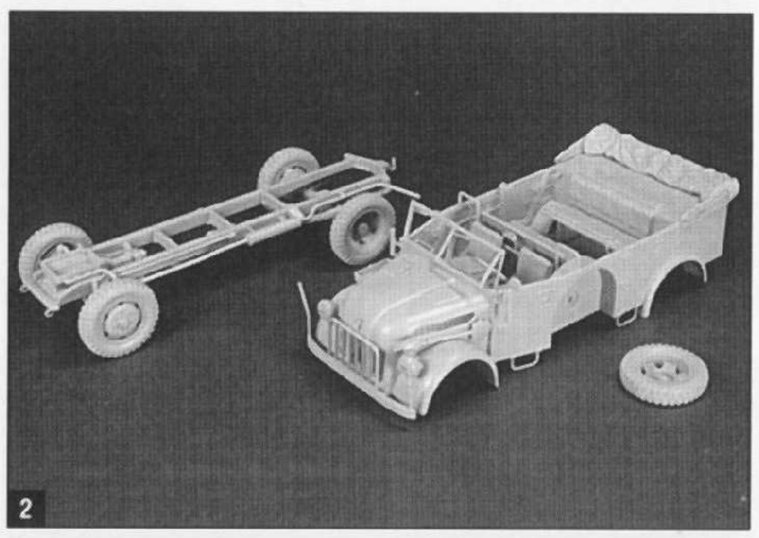
Next thing to deal with is the installation of the screens on the inside of the front hood (bonnet for you English types). Mesh screen is included and the instructions have little templates for the patterns.

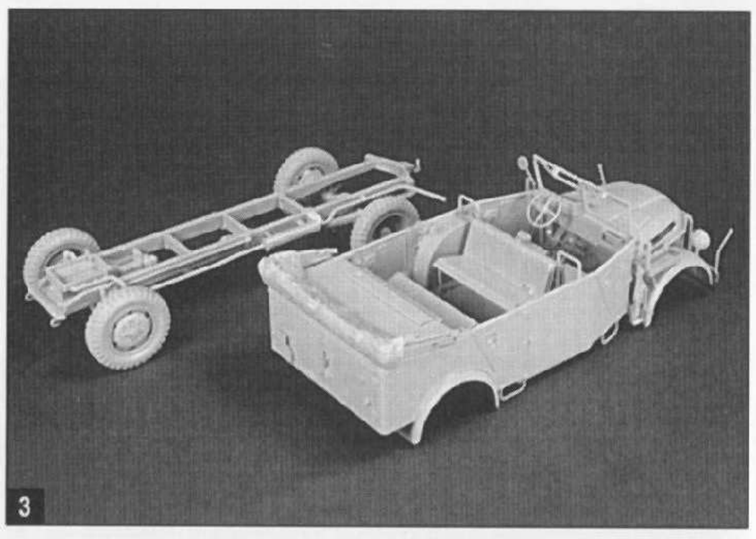
The pattern for the side screens (on the hood) is not quite correct. On the real Steyr, horizontal lines run across the length of the pattern. This is not on

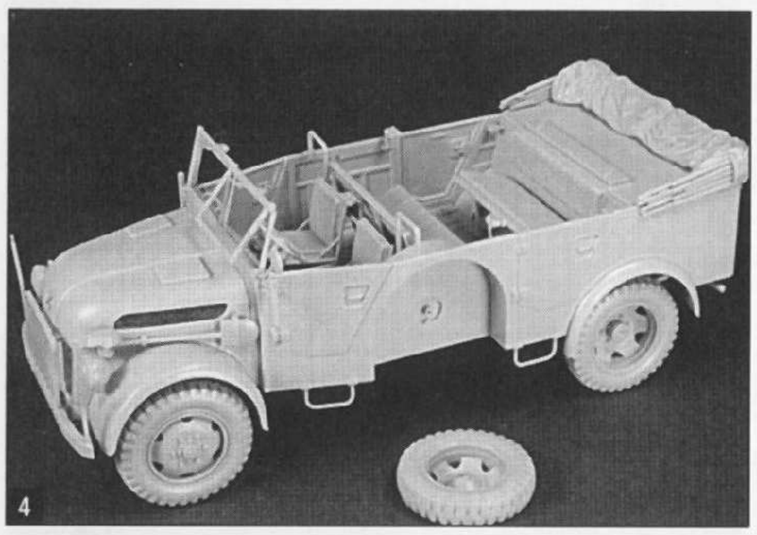


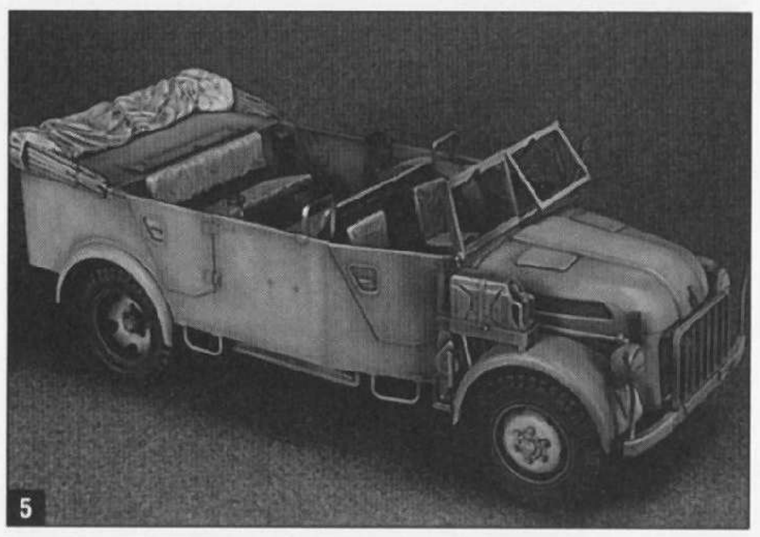
The parts as they come out of the box. The front body work is a bagged item and is not attached to a sprue. The etched fret shown here does not come in the kit, but is a separately purchased item.

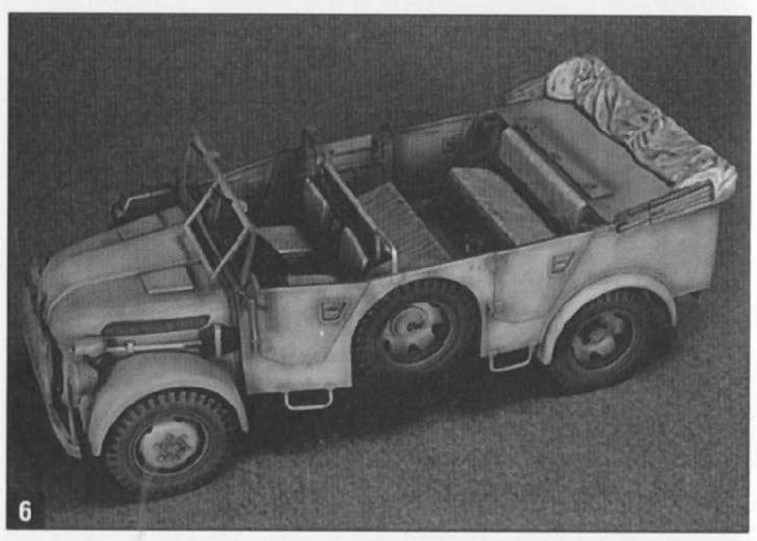


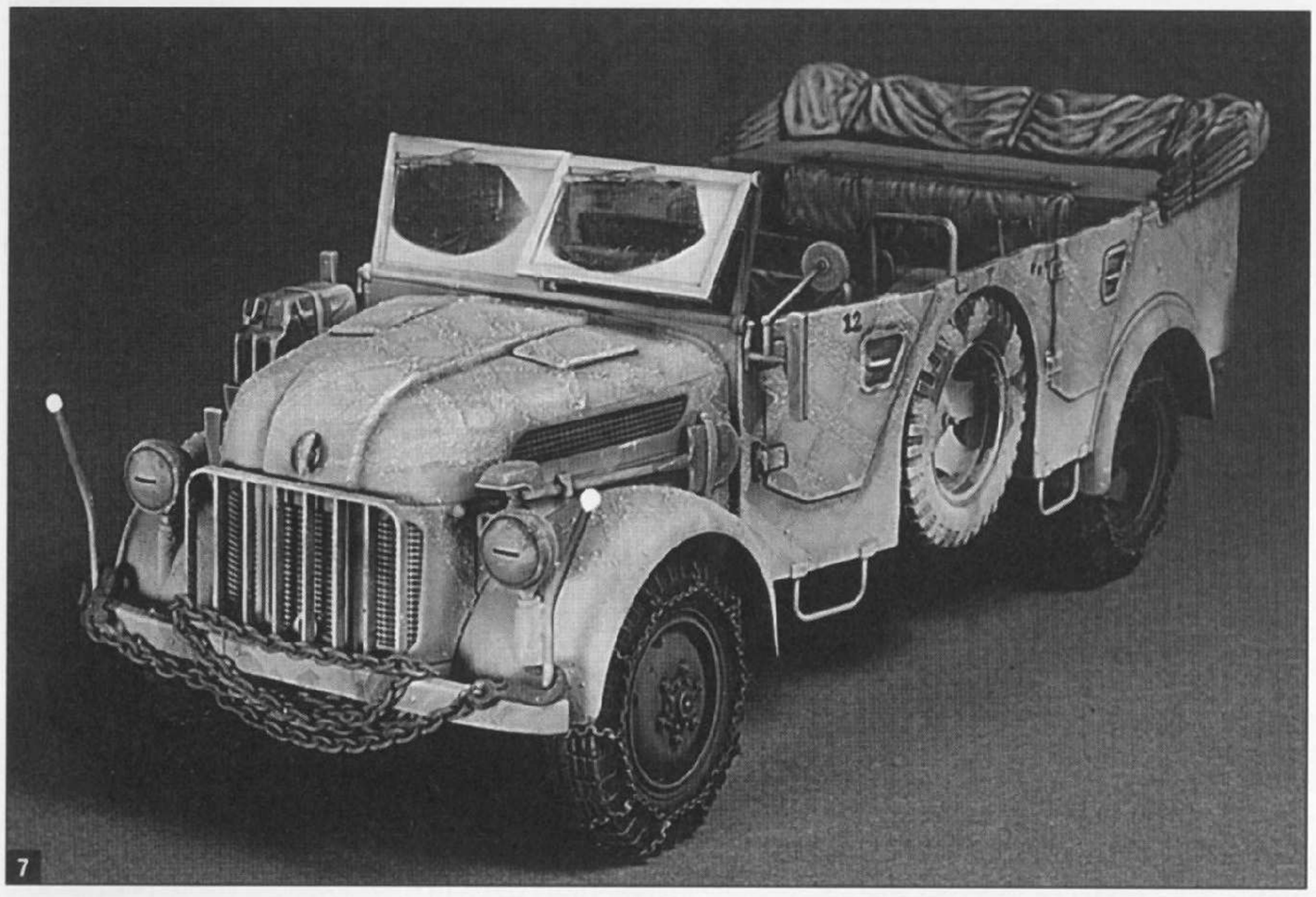


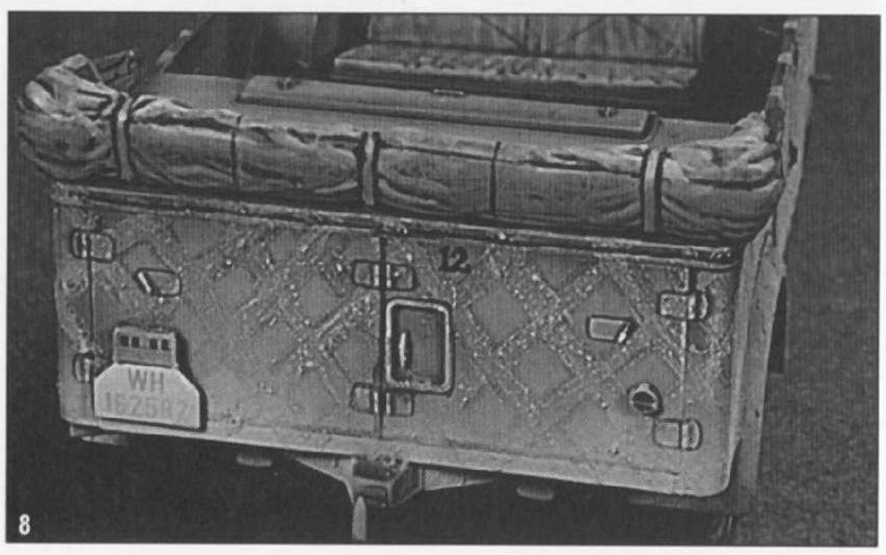












1. The frame and chassis contains a big 'ol bunch of detail. 2, 3. The finished subassemblies before painting. 4. The 01 version before painting. That spare wheel is the only difference. 5, 6. This is the vehicle with the mud crosshatch prior to the application of the dirty stuff. 7. The finished GD vehicle. The tow chain is a H&A item. 8. The back end of the GD Steyr. I painted the folded top carefully, emphasizing the various folds and straps. 9. The finished Afrika Korps vehicle. I modified the front wheels to allow them to turn. 10. Another shot of the GD Steyr. The chained tires are a Tank Workshop resin replacement item.

the etched accessory set either. You could add this with fine, stiff wire if you want. I'll live with it!

You get the option to show the windshield open or closed. It flips open on either side much like the GMC truck I did this on one of the two I built.

At this point I was pretty much done and ready for painting. Both models were left detached from their chassis during painting.

Heavy car, heavy color

My models were painted in two different schemes using Tamiya acrylics. Both were based on schemes suggested in the kit's instructions.

The first is a vehicle from GD in early 1943. This calls for a dark gray overall paint job which was created using Polly-Scale and Vallejo Acrylic. I applied a darker base, then "toned" and highlighted it with lighter shades of gray. To give it a rad look, I applied a mud camo crosshatch pattern. The mud is real honest-to-God dirt (the real fine dusty stuff) mixed with white glue, plaster and mud-colored acrylic paint. It was very carefully applied with a square end brush.

The photos show it both before and after the addition of the mud (it's the one with the windshield up). Where there's mud on the truck, there's mud on the ground. So I added the new Tank Workshop chained wheels, which set off the scheme well.

The second vehicle is finished as a Steyr from the 90th Light Division's "Kampfgruppe von der Heydte" in North Africa in 1942. I love an Afrika Korps scheme (not to mention that cool scorpion logo). I applied the sand color right over a dark gray base coat, letting quite a bit of the base color show through. It makes for a cool affect. I also leave a spot for the palm tree logo, which I made using a Stencilit brass sheet.

I really was charged about these kits. I think it was an unusual choice for Tamiya, but still a really good one. I'd like to see them tackle a few more of these more obscure soft skins, both German and Allied, bring em on!

—Chris "Panzer" Mrosko

MMiR RECCE

Tamiya German Steyr Type 1500A/01. Kit number 35225. Kit graciously provided by the manufacturer. Suggested retail price $27.00.

References

Cars of the Wehrmacht by Reinhard Frank, Schiffer Publishing 1996. ISBN: 0-887740-687-4. This is part of a four part series that also includes Trucks, Motorcycles and Volkswagens. Each is about $25.00 and they are a must for the soft-skin freak.

German Personnel Cars in Wartime by Reinhard Frank, Schiffer Publishing 1989. ISBN: 0-88740-162-7. A smaller book in the "In Action" type format, it only contains a handful of shots of our hero, but they are all useful. Reasonably priced at around $10.00.

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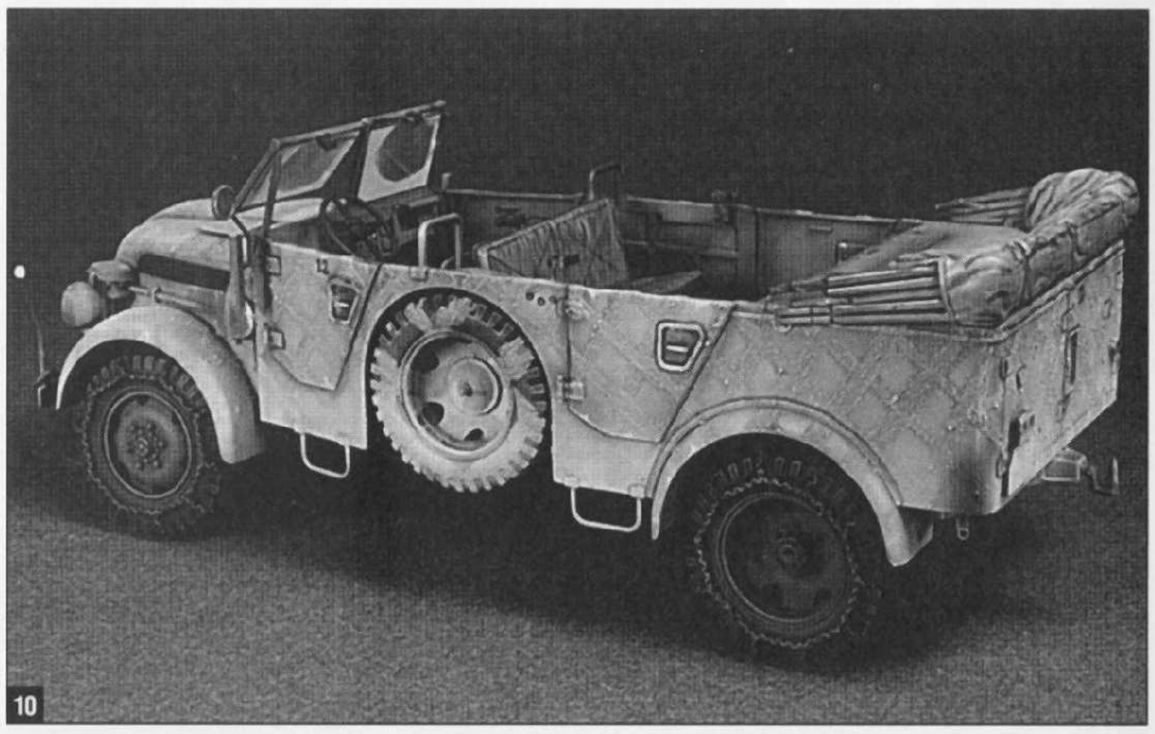

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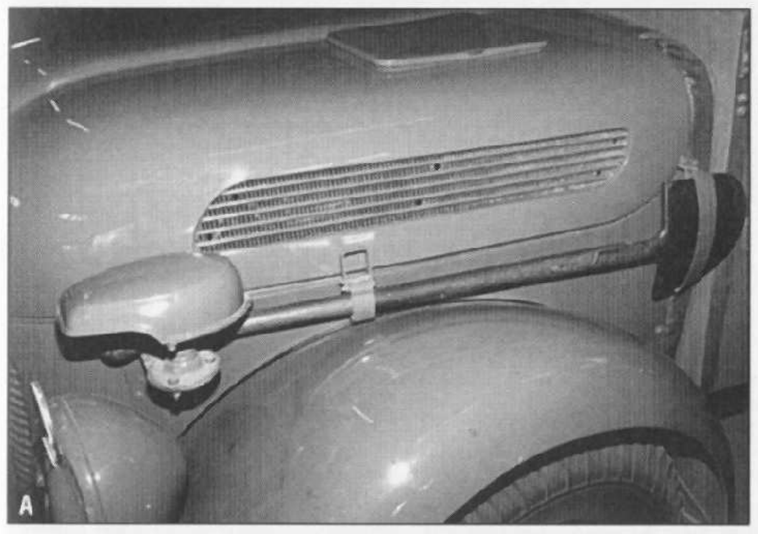

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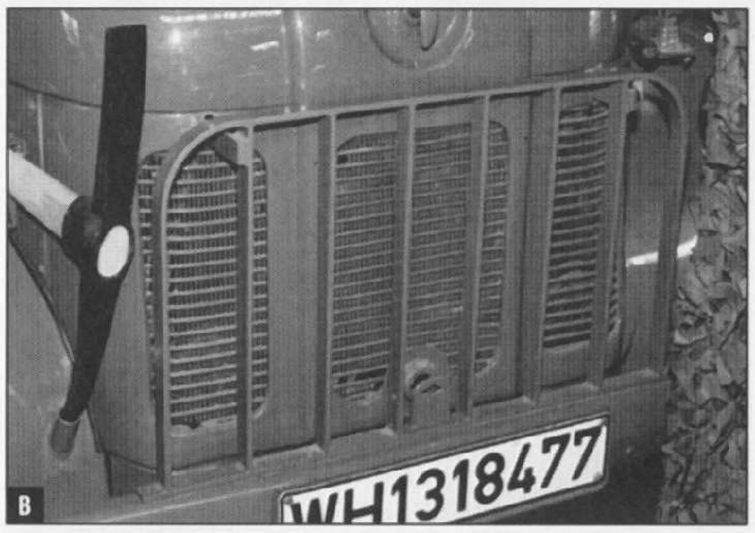

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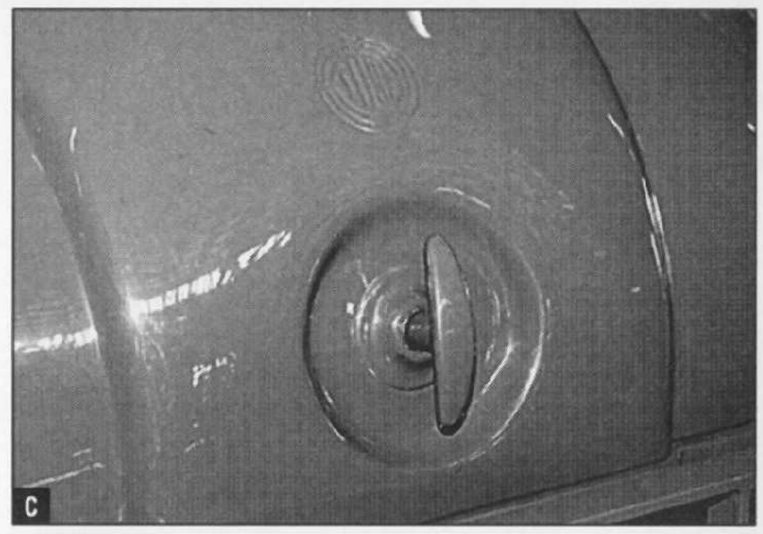

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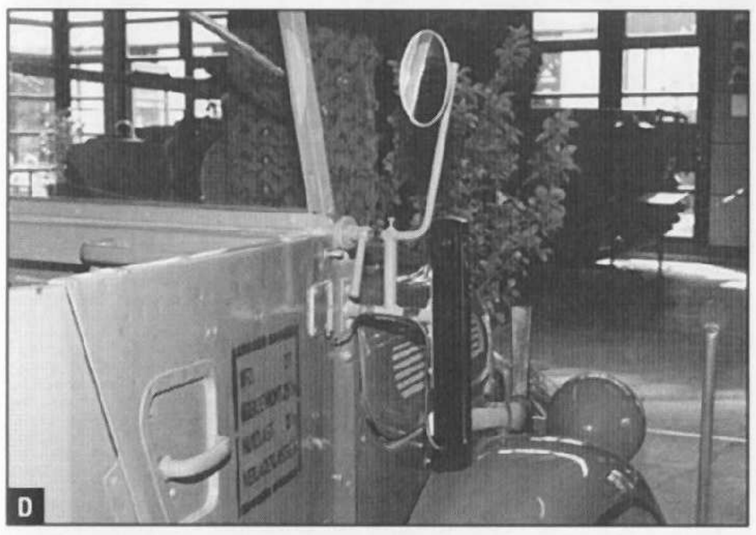

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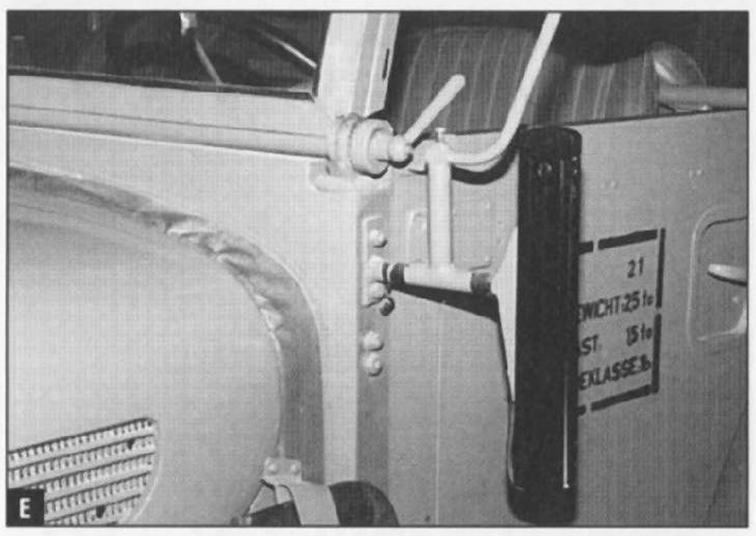

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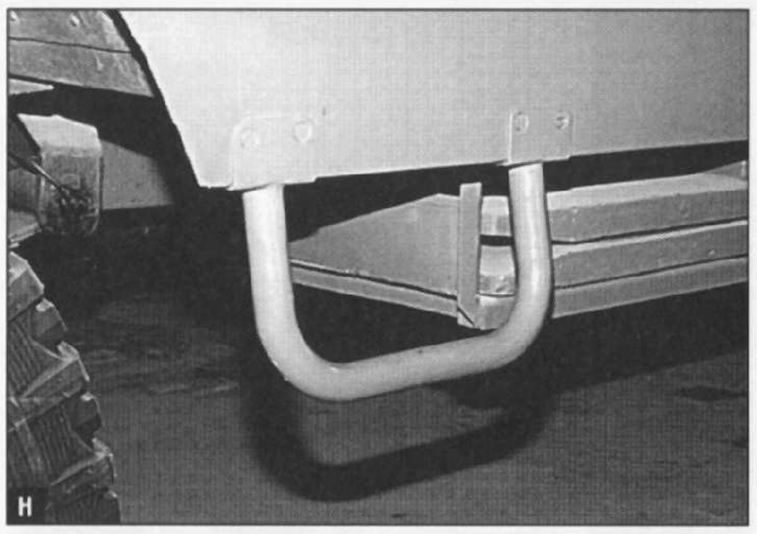

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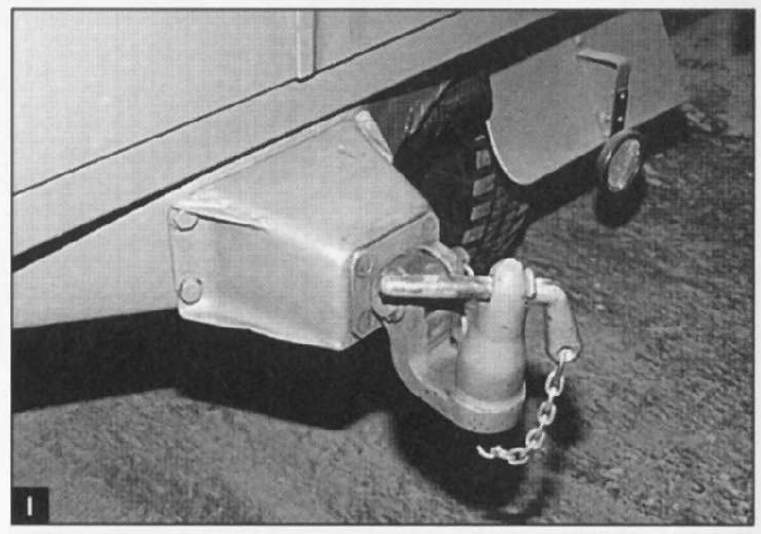

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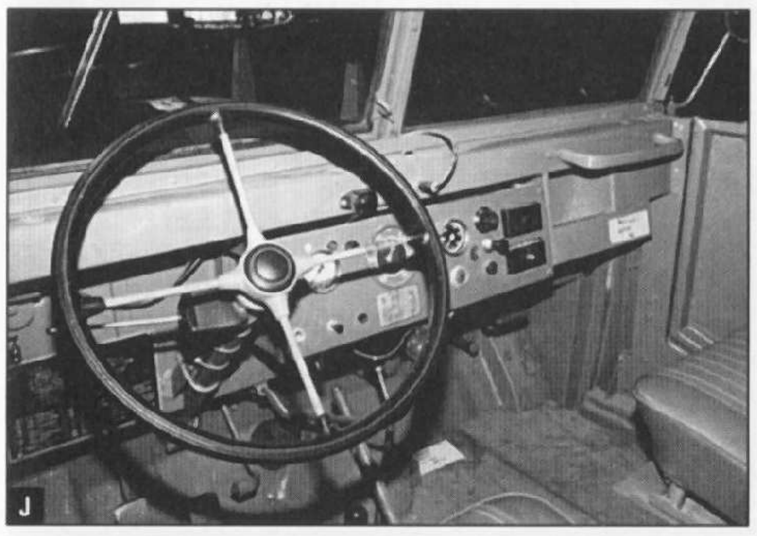

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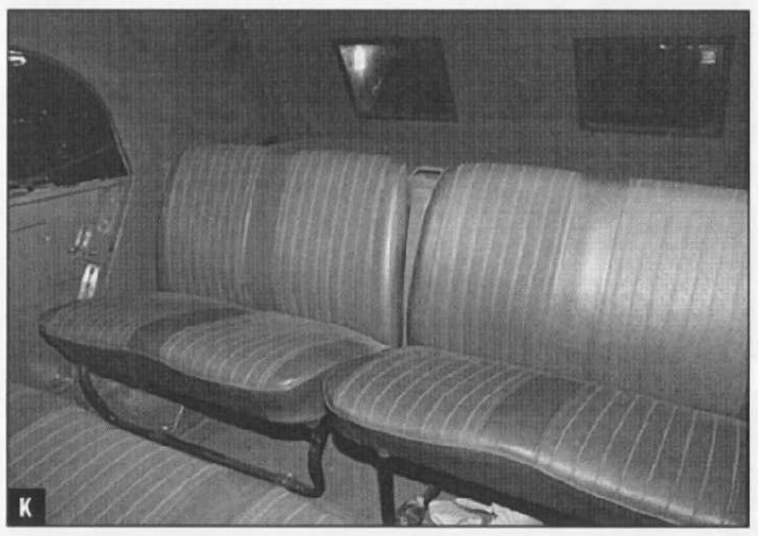

K

This is an 02 model Steyr on display at the Panzer Museum. It was delivered to a municipal fire department in the closing days of the war and was meticulously cared for over 45 years. When it was obtained by the museum it had received only a new coat of paint and new seats. Otherwise it was in perfect working order! A) The unique screens in the hood. B) The front grill. C) The hood latch. Note the "Steyr" emblem just above it. D) The mirror on the right hand side. This is rare on military vehicles. E) The left hand turn signal. F) The Notek light, left hand side . G) The bows of the raised soft top. H) The foot-step at the right rear. I) Close-up of the rear towing pintle. J) The dash board. K) The new seats in smashing VW vinyl!

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Dandy Dozer

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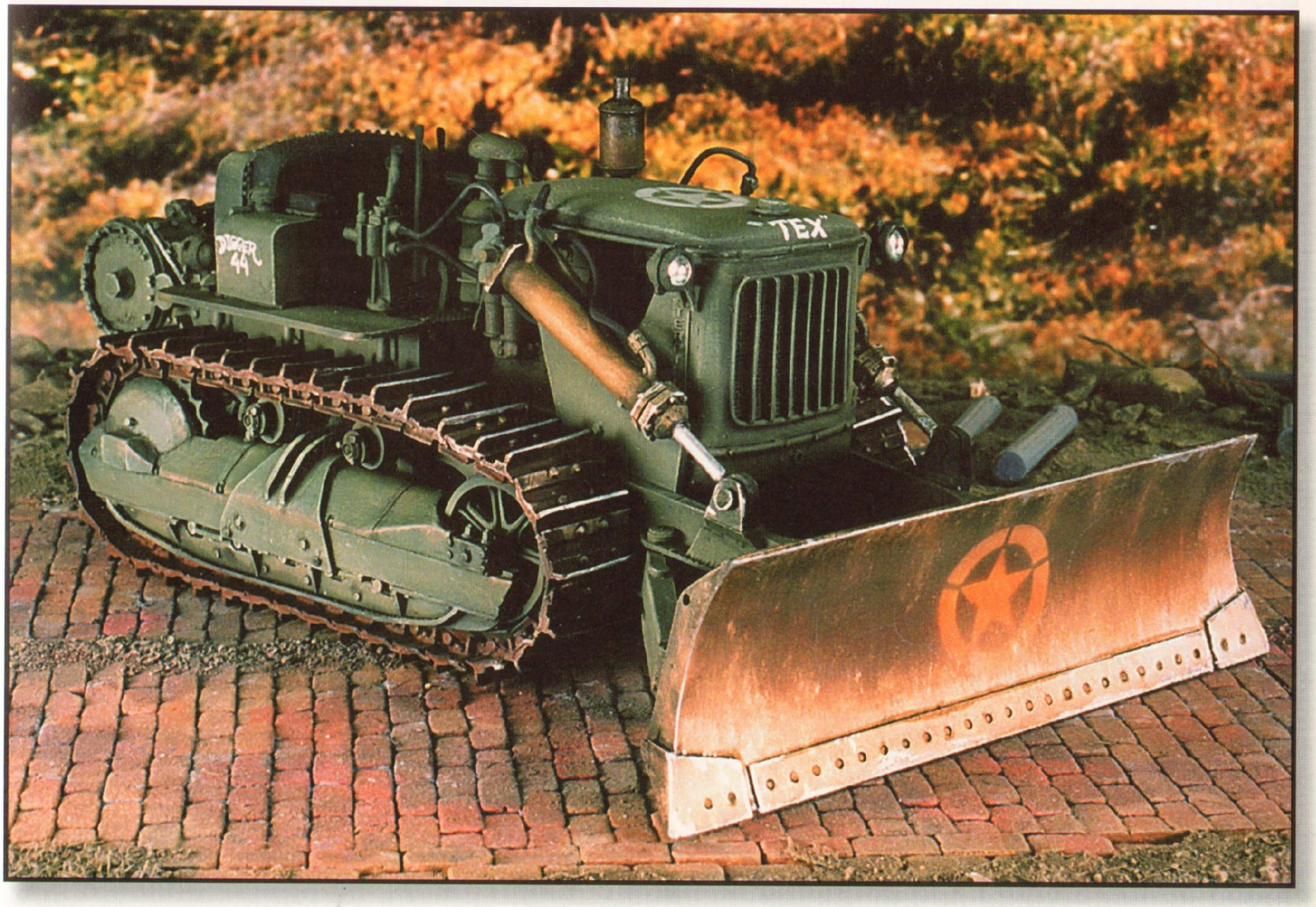


The bulldozer is the grand daddy of the tank. Didn't ya know that? The use of the bulldozer by the military actually precedes that of the tank. It was used in WWI to pull artillery and it eventually inspired the design of the first tanks.

During WW2 the U.S. built thousands and enlisted them into service in the Army and the Navy. The Navy put 'em to work with their so-called "Construction Battalions" or Seabees. In Europe they were everywhere, constructing roads, airfields and clearing away the rubble of war. They were instrumental in breaching and clearing obstacles and they waded ashore in numbers on D-Day. The Brits loved these bad boys and they had the foresight to armor the cabs, making them even more handy.

One of my favorite stories about 'dozers on D-Day: Because of their powerful pulling capabilities, bulldozers were off loaded from their LST's with both jeeps and trucks strung behind them with steel cables. A typical feature of the beaches off Omaha were deep water filled trenches just off shore caused by the tidal currents. It turns out that one intrepid 'dozer driver hit a trench and went straight under. However, this guy was smart, he floored it and came straight out the other side. This came as quite a surprise to the three guys in the three jeeps he was towing. One by one they all took a dip.

Cast in Resin by Resicast

Dedicated 'dozer dudes have clamored for a kit of same for a long time. A few years ago we got the Tank Workshop kit, but this was the more modern D7. Resicast of Belgium, casters supreme, have begun a whole series of WW2 bulldozer kits. The first is the basic WW2 D7.

The designation of the kit is British, but I can't see too much difference in the types used. "British" to me usually means the armored cab. No biggie.

Resicast has quite a reputation for its casting quality. It wasn't always this way. When they first came on the scene some seven or eight years ago, their stuff was only so-so. They learned their lessons well and are now so good, they even do some of the delicate casting for the Hornet Miniatures line of head sets.

This kit represents all of this accumulated expertise. All of the parts are beautifully detailed and they are not just pretty to look at. The way they are cast makes the model more pleasurable to build, too.

Build that 'dozer

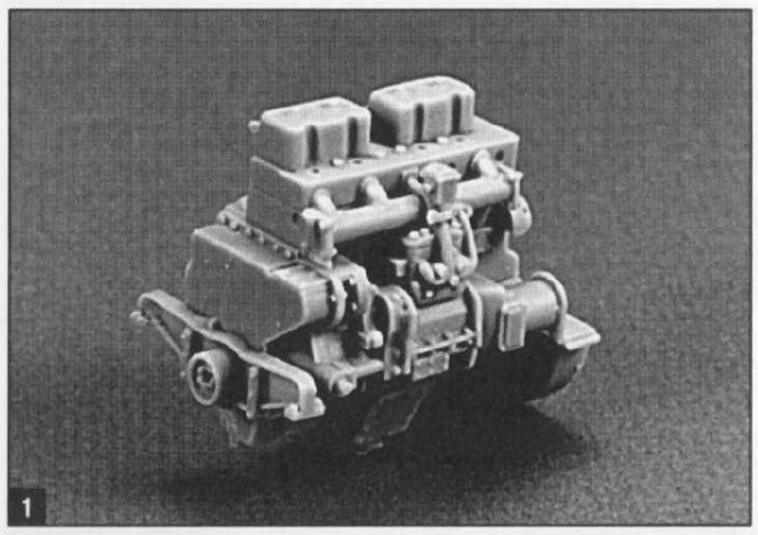
Construction starts with the guts and this means the engine. The basic engine part is well-detailed right out of the box, but it still gets various pipes, filters and knobs added to it. One of the major etched parts is the beautifully rendered fan blade, which is broken down into two parts.

Watch out for part E1. It only gets used if you leave the "bonnet" (aka the hood) off. Resicast provides raised letters on its parts for identification. Nearly all the parts have them either on the over pour plugs or in very inconspicuous places on the parts themselves.

The engine slips neatly into the chassis when it's done, but be careful to align it carefully with the transmission housing and the main frame.

One of my favorite parts is the etched "Caterpillar" logo strip for the front cowling and two of them get added at this stage.

Next comes the suspension and it is a bit of a departure from a tank. The suspension on a bulldozer functions somewhat like the jaws of an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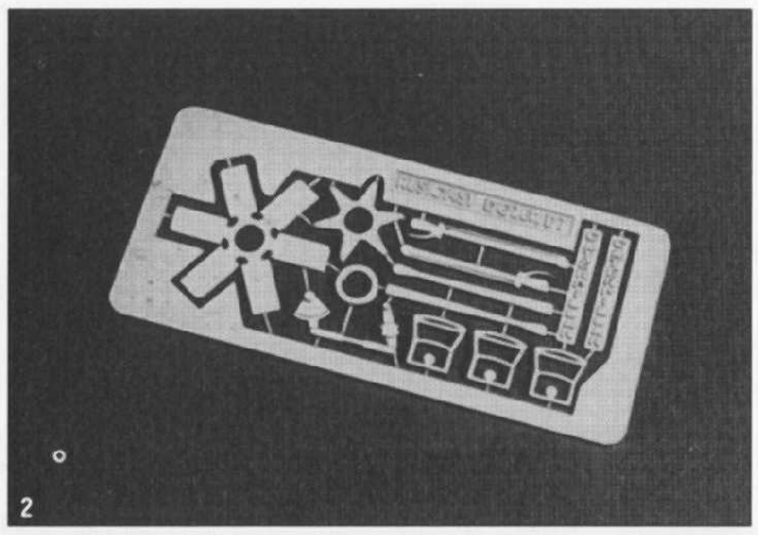
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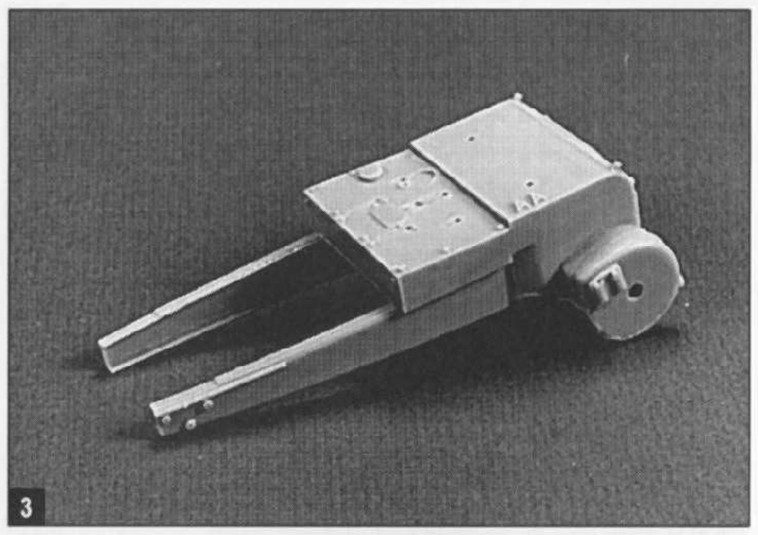
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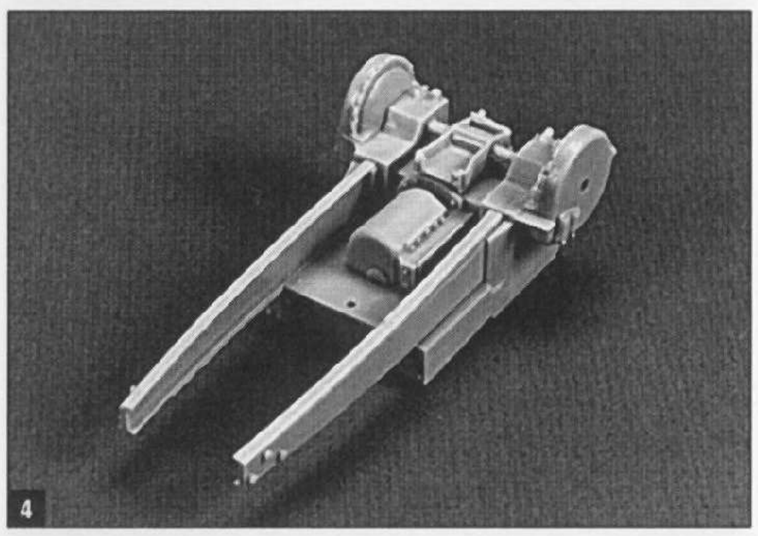
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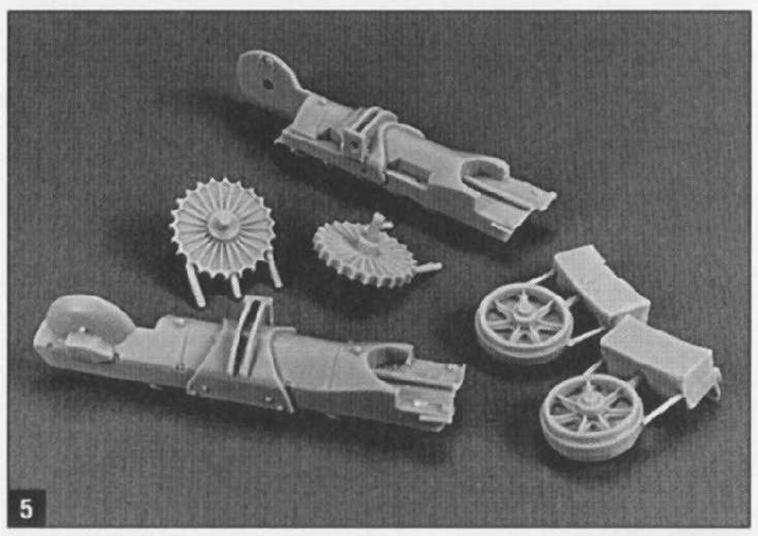
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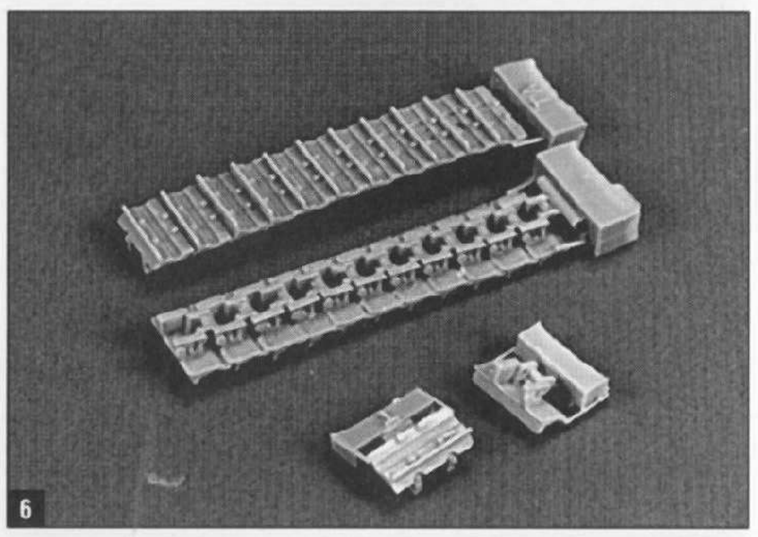
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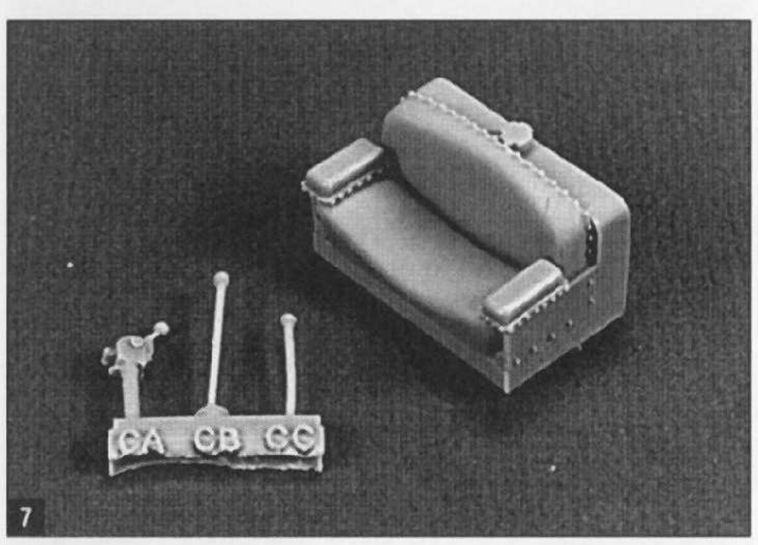

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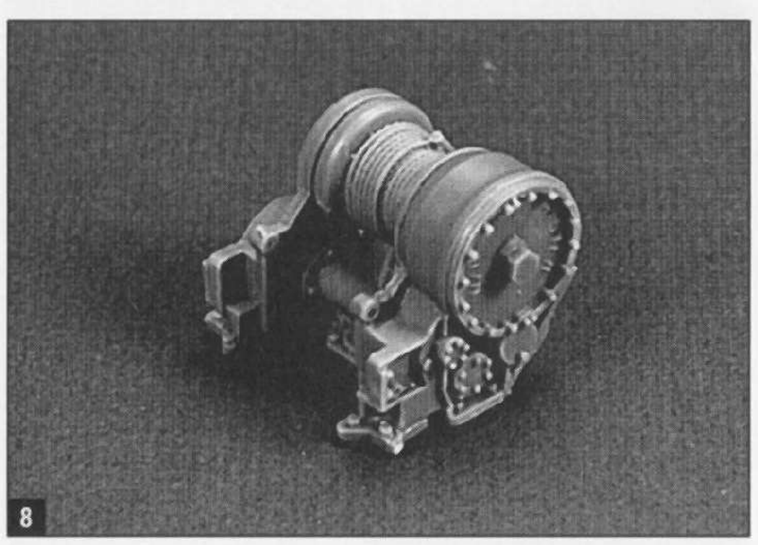
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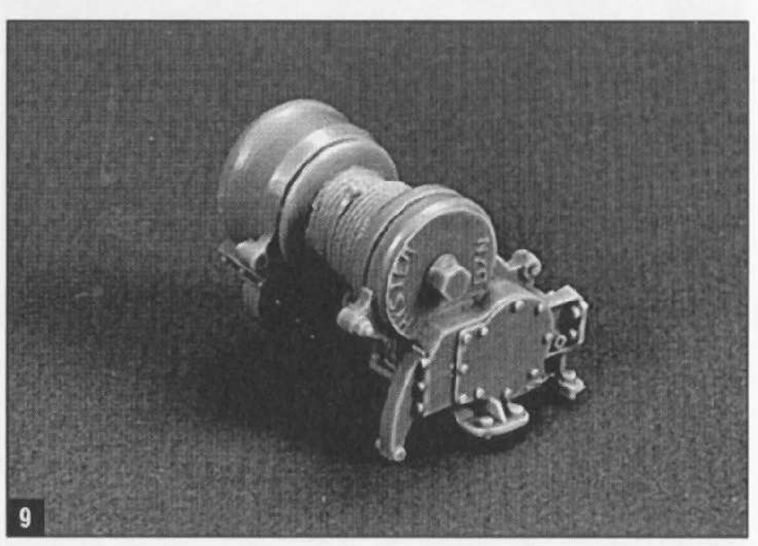
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alligator. Each "sponson" opens and closes relative to the body of the dozer and this is how the suspension "suspends." Resicast makes it pretty easy though, and the side sponsons mate well with the drive sprockets and the frame (a hole in each). These sponsons are the most complex parts to clean-up, but the clever use of wafer and rod type over pours made it easier than most.

The idler slides back and forth to adjust the tension of the tracks. The instructions suggest making a simple jig for the alignment of the roadwheels and I can second this idea. I glued two Plastruct square rods down parallel to one another and 4.4cm apart. This keeps the little buggers nice and straight.

The tracks are cast in strips and individual links, so I was able to fore go the terror of wondering whether they would reach all the way around. There is a slight gap in those links that pass around the drive sprocket, so don't let that concern you. The finished track and sponsons were lookin' perfect. The blade base is also added at this stage.

Control freak

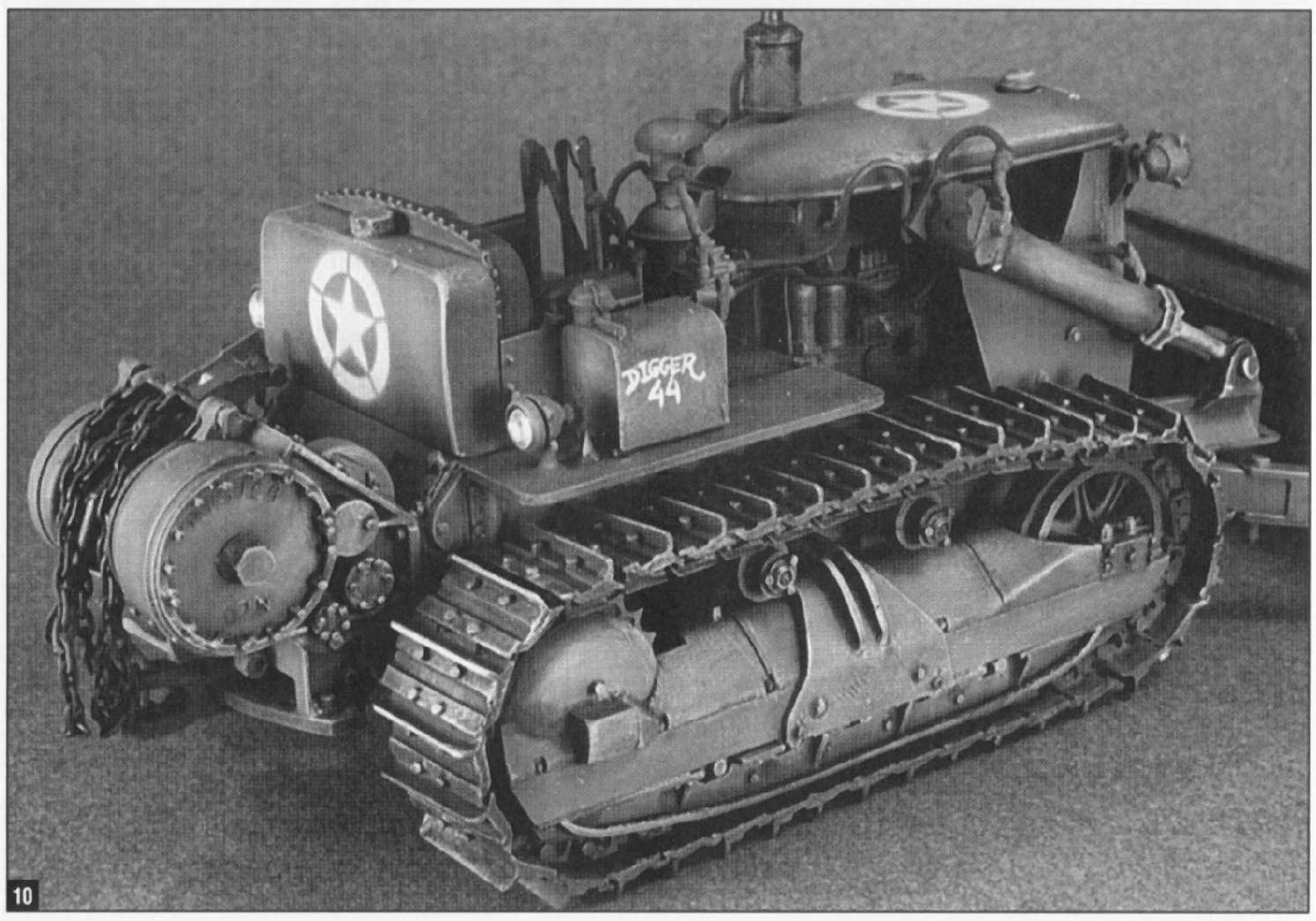
I went at the "cockpit" next. The operator's "sofa" drops in first and this thing has a ton of detail for such a simple part. The various control arms are photo-etched parts, but there are also a few resin bits to add. One of the nicer features of this part of the model is the cool little tool box for the left fender. You can show it open or closed and it even has tools molded inside.

The instructions suggest adding the engine cover at this point, but I left mine off for painting.

The winch is a gorgeous little one piece assembly and although it's an option, it'd be a shame to leave it off. After installing it on the back of the chassis, the only thing to add is a small photo-etched actuating arm.

Now comes the tricky part. I thought that installing the hydraulic system would be pretty tough, but it wasn't too bad. Resicast wisely has you drill out the large pistons so that there is some adjustment room in these for the blade. Once everything was correctly aligned, I added a few small drops of superglue to freeze it all in place.

You get a choice of positioning the blade straight or angled. I opted for straight and down as if ready to rumble.



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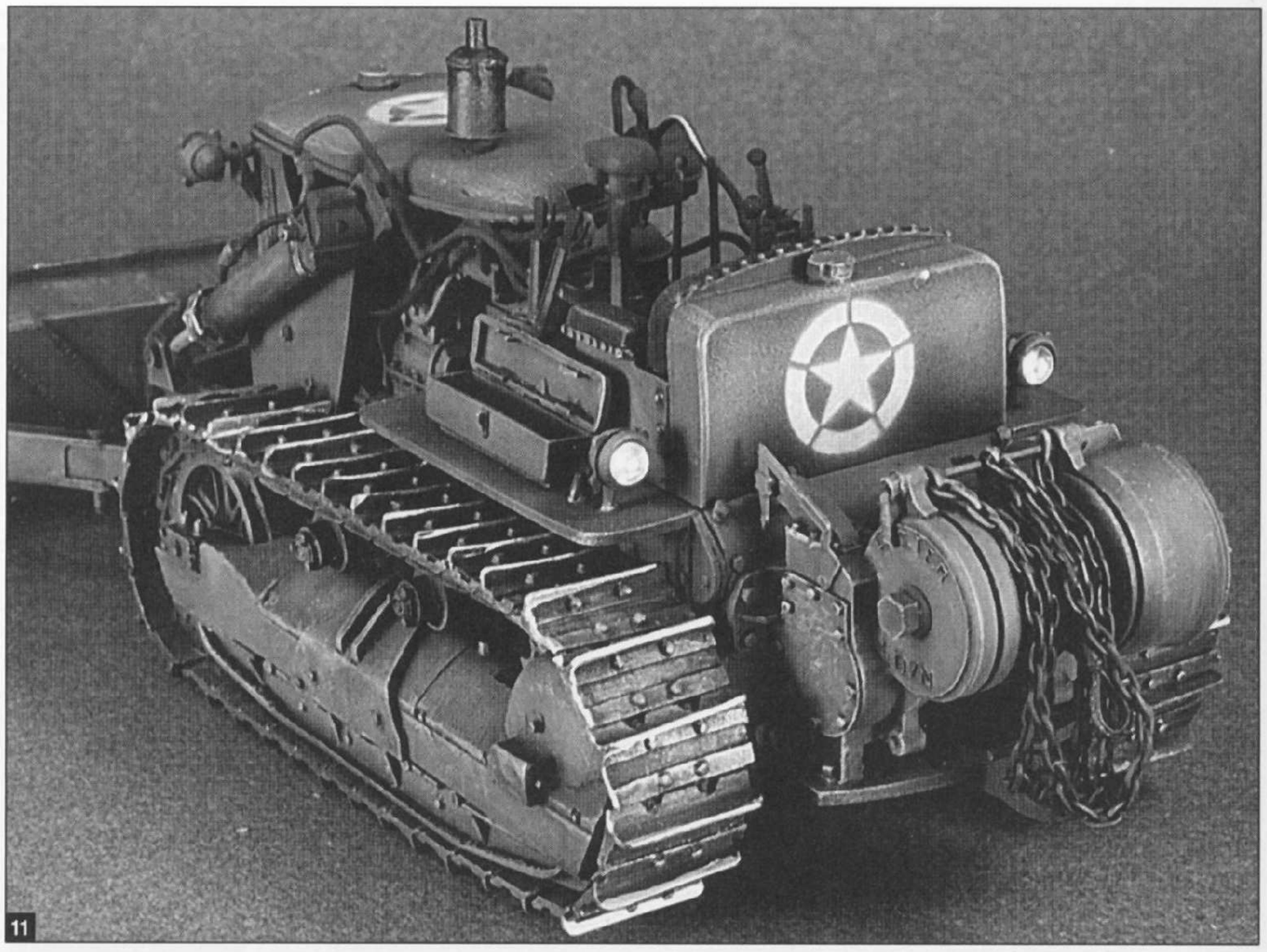
1. Well known for its detail, Resicast doesn't disappoint with the engine. This is the base part OUT OF THE BOX. 2. The amount of photo-etch is small, but the parts are all well suited for this process. My favorite parts were the "Caterpillar" logo strips for the front cowling. 3, 4. This is no tank. Don't forget, the suspension on a bulldozer is a lot different than any AFV. The molded in transmission in shot four is still highly detailed. 5. The major suspension components as they come from the box. The pour spouts are usually tube shaped, which makes them very easy to remove. 6. Resicast mercifully provides both strips and individual links, cutting assembly time way down. 7. The operator's "couch." Check out the rivet detail. Also shown are the resin control arms. Note how Resicast provides raised letters on these parts for identification. Nearly all the parts have them either on the over pour plugs or in very inconspicuous places on the parts themselves. 8, 9. Believe it or not, one of the nicest parts of the kit is an option. This is the rear mounted winch, again straight from the box. 10. The finished kit. The opening tool box on the left fender is a great touch. I added Hudson & Allen tow chain to the rear winch. 11. Added MV Lenses to both the front and rear operating lights. Resicast provides the tubing for the various hydraulic lines. 12. This version of the 'dozer uses a straight blade. There is an option for the slanted blade. 13. The markings are made with a VP stencil set and I hand painted the driver nick-names.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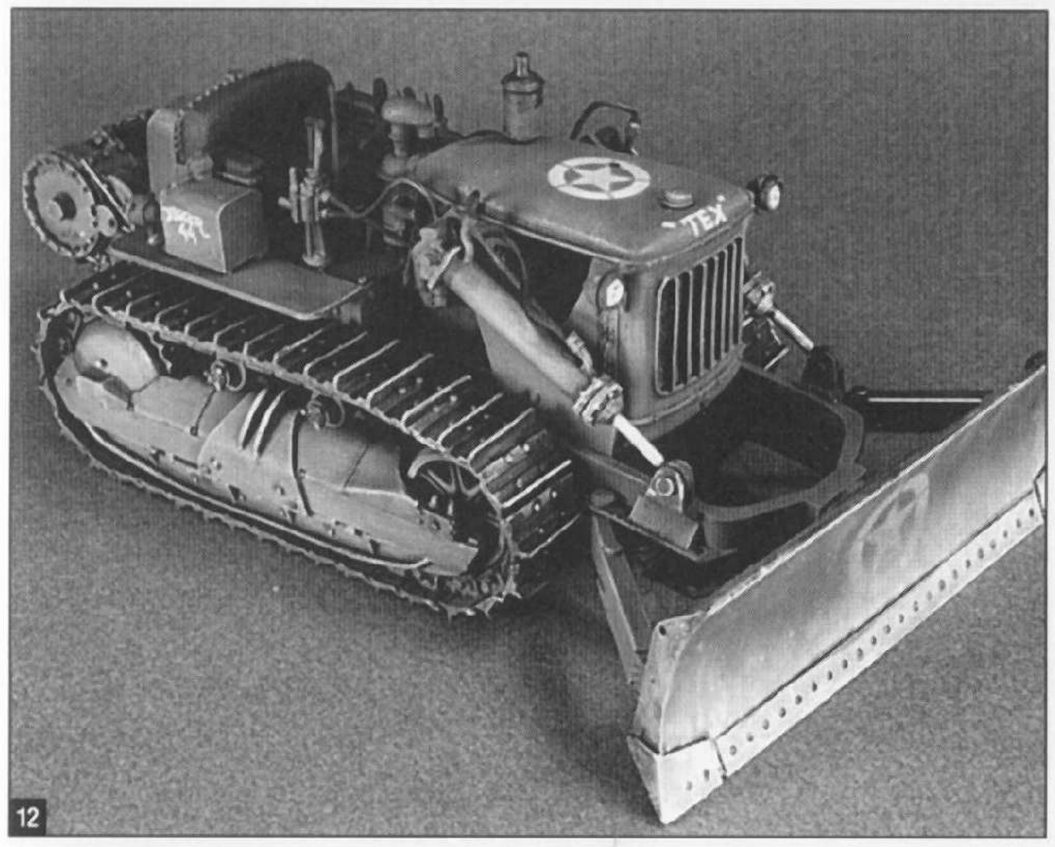
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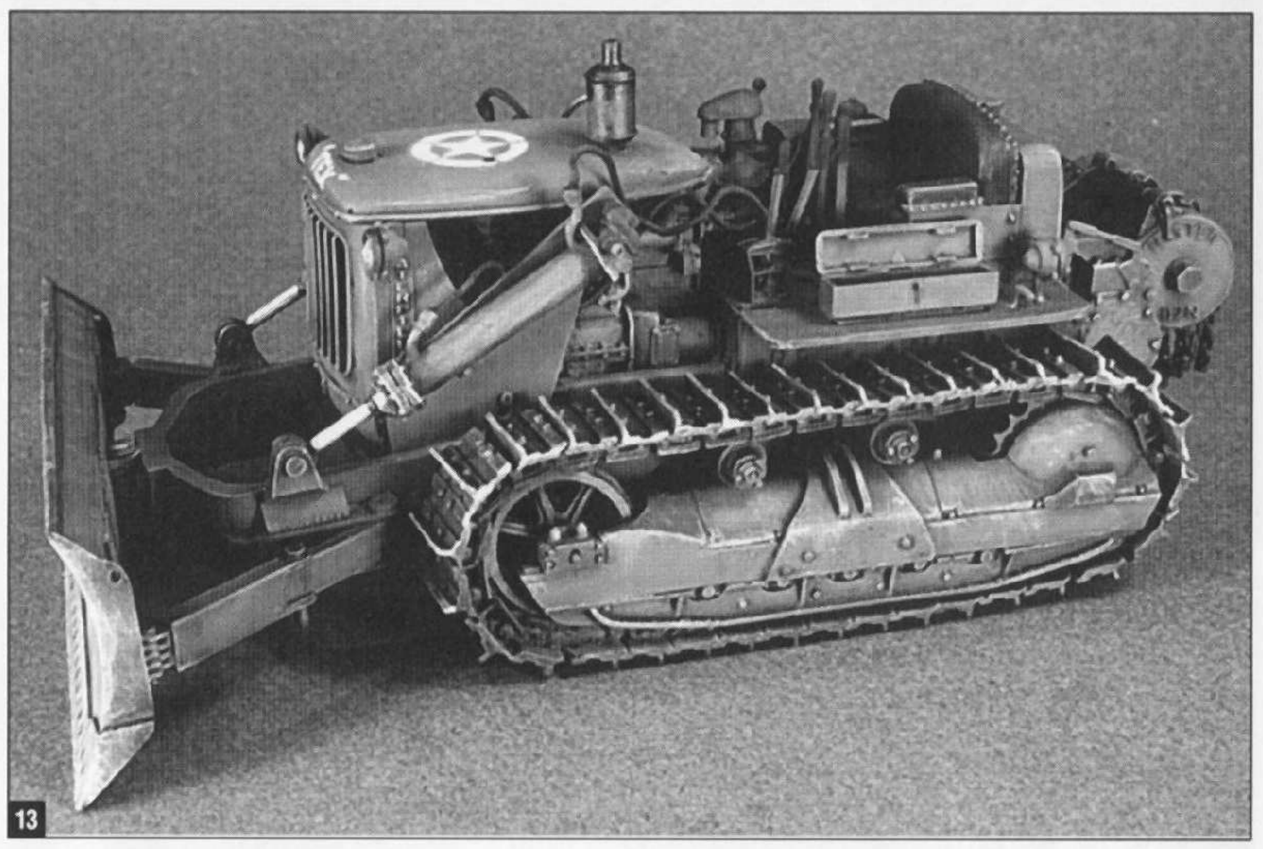
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Flexible tubing is supplied for the various hydraulic connections. The photos in the instructions help quite a bit and you'll need to study them for a while to understand the pattern.

The use of flexible material here is a small blessing because if there is any play at all in the parts, stiffer wire would simply pop off with the slightest movement.

Coat of paint

My 'dozer is painted with Model Master enamels. I used dark O.D. for the base and mixed in a little tan for the lighter areas. The tracks were given thin washes of dark brown and orange to show rust and wear, then drybrushed with steel.

Bulldozers come into contact with a lot of fine soil particles which have the effect of polishing some of the surfaces. I airbrushed Steel and Chrome lightly into the blade surface and followed this with washes of the rust colored mixture. The "arms" on the hydraulic arms were also painted bright Chrome.

The markings are made with VP stencils and I hand painted the driver nick-names. The model was given an overall wash of dark brown and black oil paint super thinned with ordinary paint thinner.

As a finishing touch, I added Hudson & Allen tow chain to the rear winch and MV Lenses (L149) to both the front and rear operating lights.

This is one of the more enjoyable resin kits that I have ever built. The parts were superbly cast and the over pours were mercifully small and designed to come off with minimal hassle.

Obviously, quite a bit of thought went into the instructions as well. Large photos of the construction sequence clearly illustrated the various steps. The only thing that hooked me up a little was the hydraulic lines.

Get yourself a 'dozer and clean up the nearest diorama!

—Darrell Licht

MMiR RECCE

Resicast Dozer D7, Hydraulic Blade UK Version. Kit number 35.142. Kit graciously provided by the manufacturer. Suggested retail price £68.00 or approximately $135.00.

References

Caterpillar Photo Gallery edited by P.A. Letourneau, Iconografix, 1997. ISBN: 1-882256-70-0. These guys publish a ton of stuff on the caterpillar. This book contains mostly civilian stuff, but does include some great wartime shots.

Caterpillar Military Tractors Vol. 1, Iconografix, 1994. ISBN: 1-882256-16-6. *Caterpillar Military Tractors Vol. 2*, Iconografix, 1995. ISBN: 1-882256-17-4. Both these babies are a must if you plan to delve into the world of military construction stuff. They are crammed with photos of the bulldozer in both World War One and World War Two. Both books are stocked by most of the big book sellers and can also be ordered through same.

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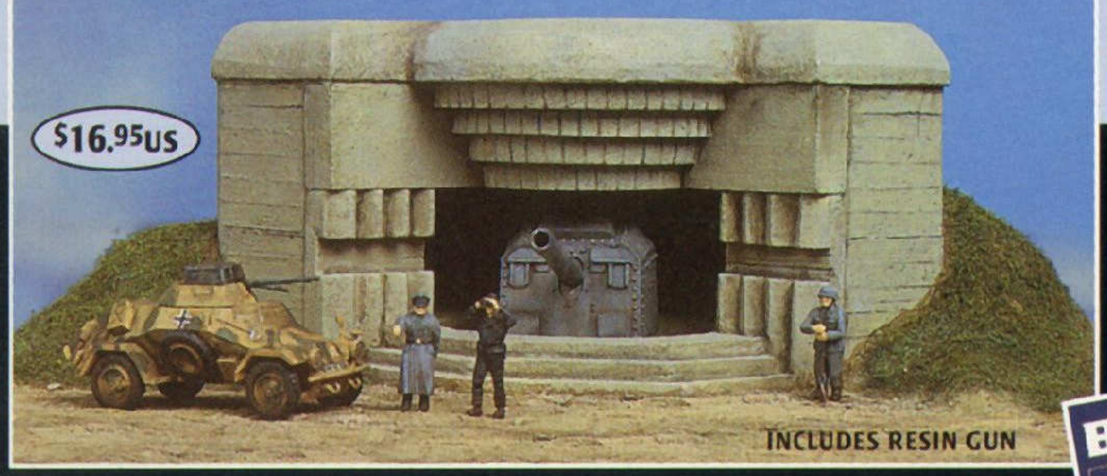

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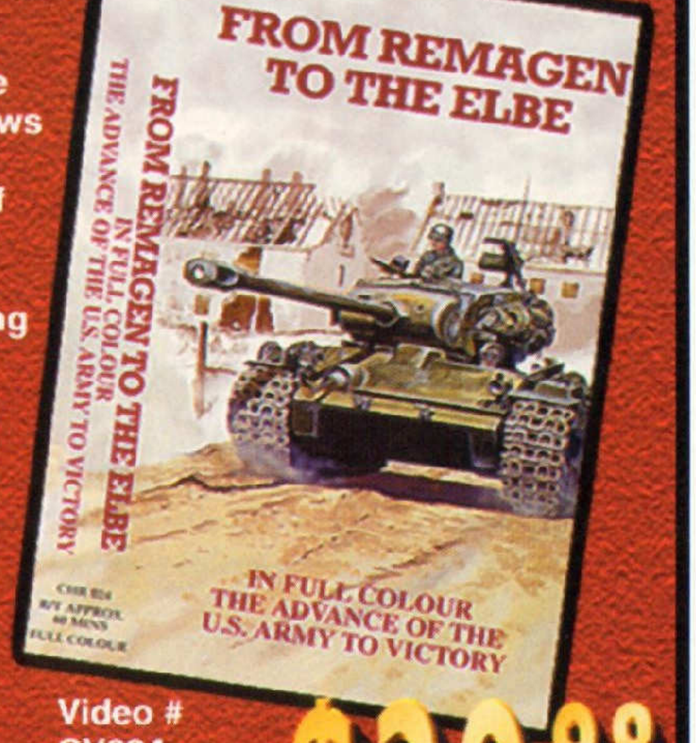

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A Panzer A

Surprise! Sovereign weighs in with the very early variant of the German Panzer III Ausf. A

With the recent outpouring of kits of the various marks of the Panzer III, it was just a matter of time before someone released a kit of one of the early preproduction marks. The surprise is the manufacturer, Sovereign. This company had been known before for its range of armored cars; this is the first tracked vehicle since the out of production PzIIIE from John Tassell's firm. It's a beauty, both in casting and layout of the assembly process.

Only ten of these vehicles were built by Daimler-Benz. The tanks were equipped with a turret designed and built by Rheinmetal-Borsig, mounting a 37mm KwK L/46.5 gun and two coaxial MG34 machine guns. This turret was quite similar to the production Ausf. E, except for the cupola. Another MG34 was mounted in the hull, in the normal location for the PzIII.

The most obvious difference between this and the production variants was the running gear. Five large road wheels, mounted on leading arms located by coil springs and two return rollers distinguished this model. The suspension is similar to the Christie type, except the springs aren't covered. (The Ausf. B, C, and D had eight small road wheels with leaf springs.) This suspension was not deemed satisfactory, perhaps because of susceptibility to battle damage. The leaf springs of the others were no better, and the Ausf. E appeared with the torsion bar suspension typical of the thousands of IIIs and StuGs to follow.

Three Ausf. A's were delivered to the 1st Panzer Division in 1937. Combat usage was apparently either by the original user or 2nd PzDiv; sources conflict. (Several photos of the vehicles in Poland are in print, with some captions identifying the tanks as from 1st Pz., some 2nd.) Some sources say that all the 'As' were withdrawn by early 1940, while others say they also took part in the campaign in the West in May of 1940. A certainty is that sometime in 1940 they were withdrawn, probably to the relief of the crews, as they only had 15mm armor!

Construction

There's lots of white metal here, including the tracks. In fact, there's only seven resin parts; the upper and lower hull, turret, base, and mantlet, and the two hull air intake boxes. All the parts are very well cast, and fit is excellent. The resin plugs are on the big side, but the gray resin is fairly soft and easily worked. There is very little cleanup to do on the white metal parts. Your esteemed editor included a Jordi Rubio barrel (TG-01), but the white metal kit one is not bad, and quite usable.

The instructions are rudimentary, with a four view photo set of the completed kit on one side of the sheet, and some in process shots and one diagram of the running gear on the other. Together with your normal references, it's really all that's needed.

Running gear

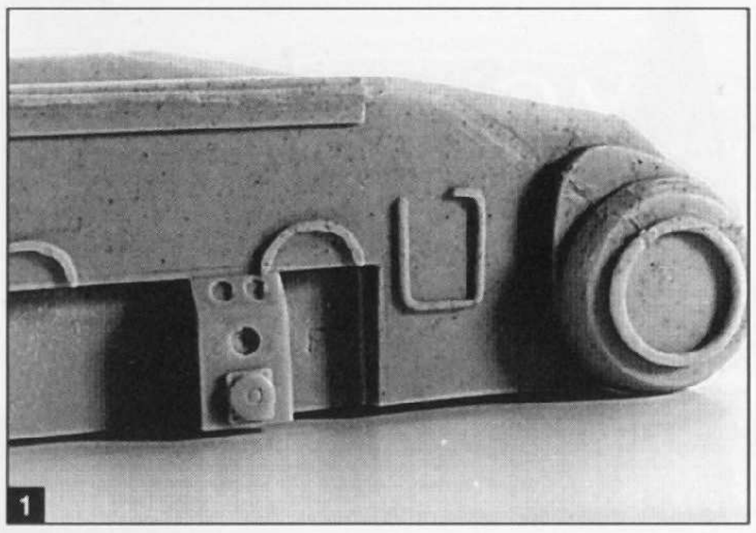
The mounts for the suspension arms are cast on a rectangular piece of resin, 10mm by 102mm. It should be 103mm, as I needed a bit of .020 styrene to fill a small gap at the front. These are helpfully marked "F" and "R", and fit into recesses on the lower hull sides. (I hope this means that Sovereign is planning to make more of these early marks.)

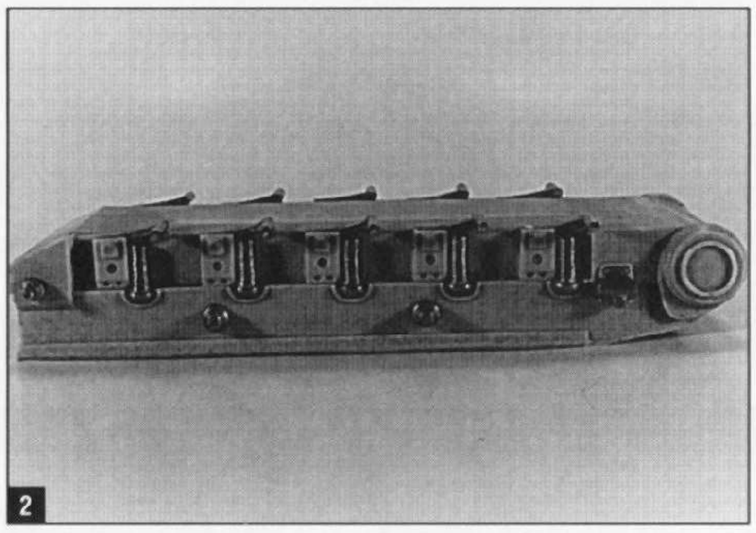
The suspension arms have a short arm that fits onto the bottom of the hull. By removing these and shortening or lengthening the springs, the suspension could be adapted to an uneven surface. The arm's rectangular tabs aren't a tight fit in the locating slots; to avoid any wobble I put brass .004 shims, 4.5mm by 5mm, in the hull side of the slots. The springs, return roller mounts, and an unknown fitting right behind the drive sprocket then went on. All were good fits in the raised outlines provided for them. The idler mount's mounting holes needed to be drilled out with a .080 bit.

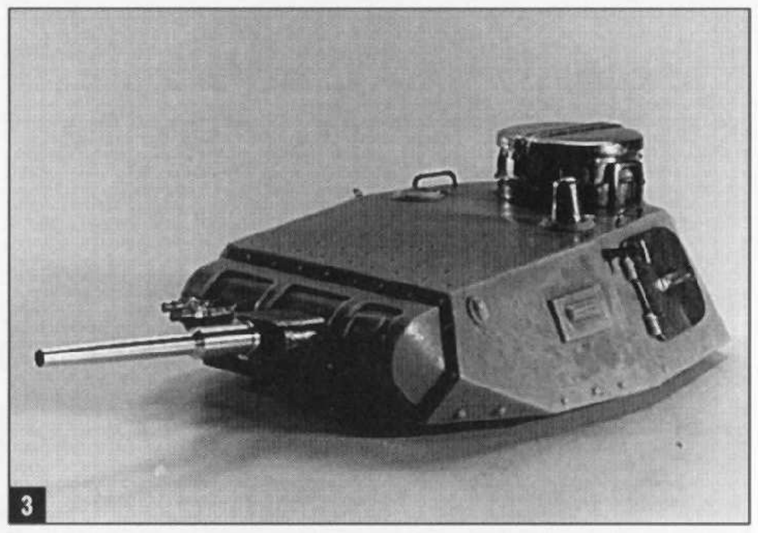
The lower hull was then given a coat of panzer gray. I assembled and painted the road wheels, return rollers, idlers and drive sprockets. Be careful with the last; use a couple of track shoes to make sure the teeth are properly aligned. These components can then go on the lower hull. I used gel super glue to give me time to make sure everything was lined up correctly. And now I was ready for the tracks.

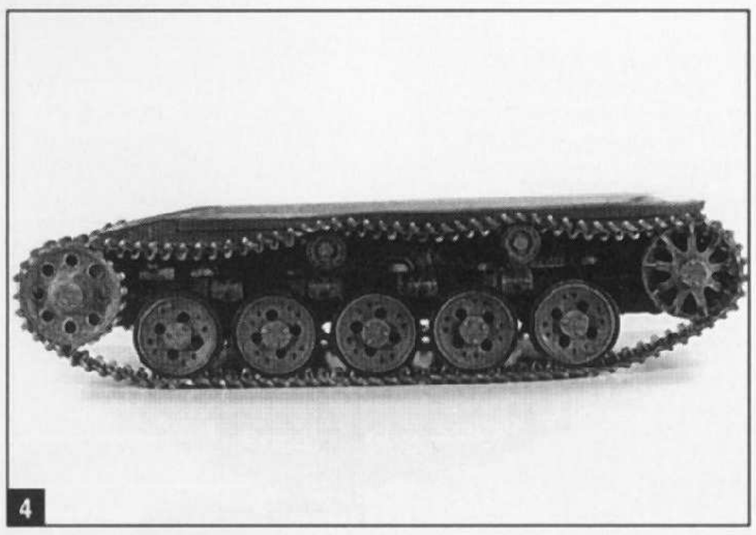
These are white metal, of course, and of the link and length variety. The individual lengths need to be cleaned up on each end, but they need little or no cleanup. Fit of the shoes is quite good.

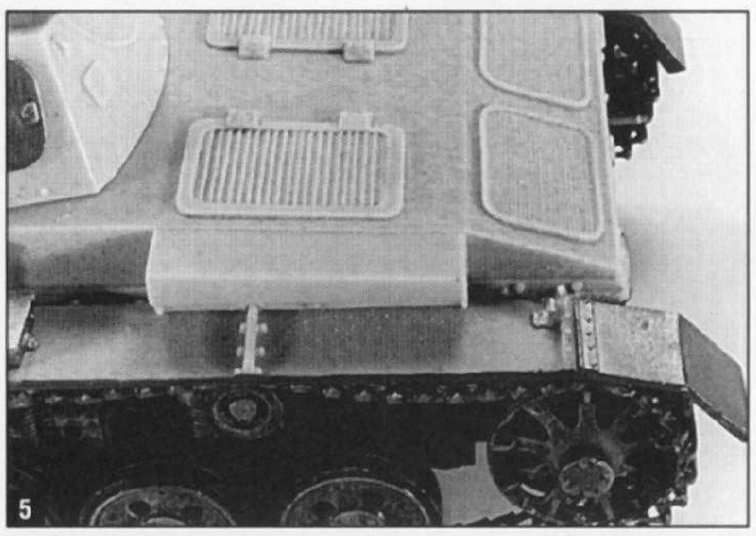
The 'lengths' are only of five shoes, so you'll need seven of these for the top run. The white metal is quite malleable, so it's no problem to get a nice

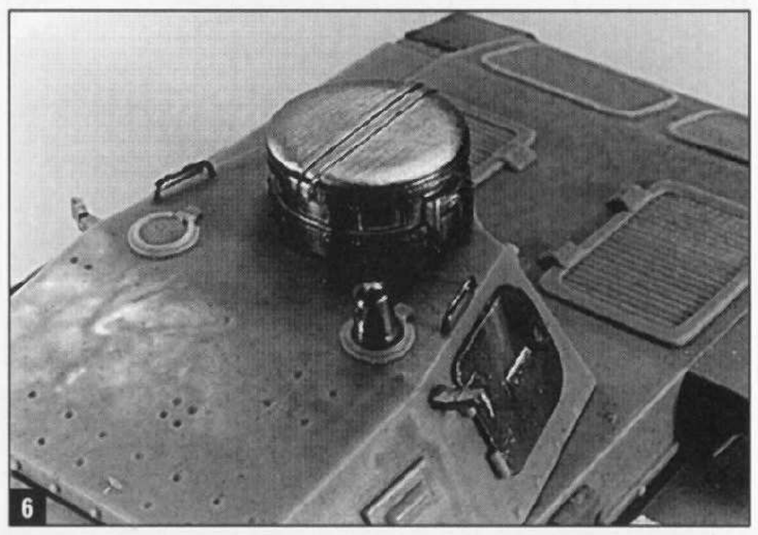


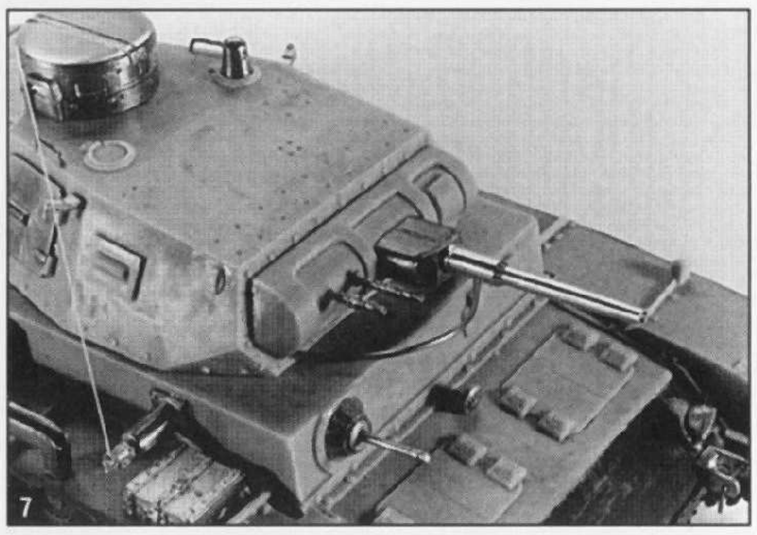


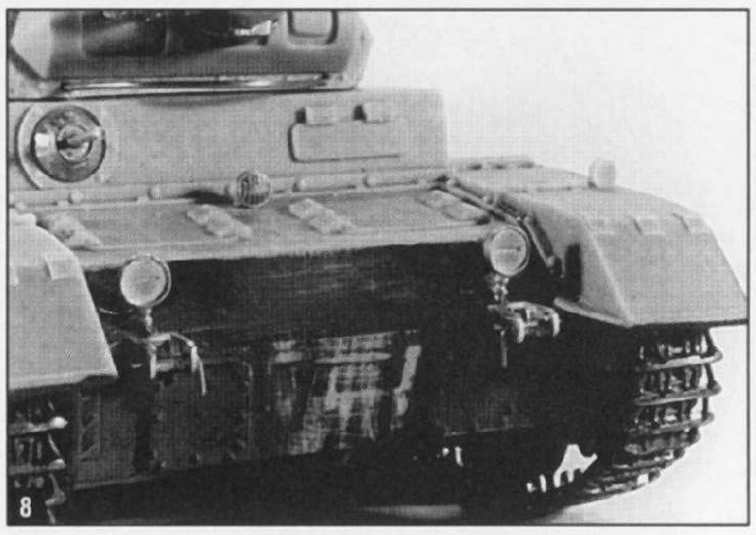


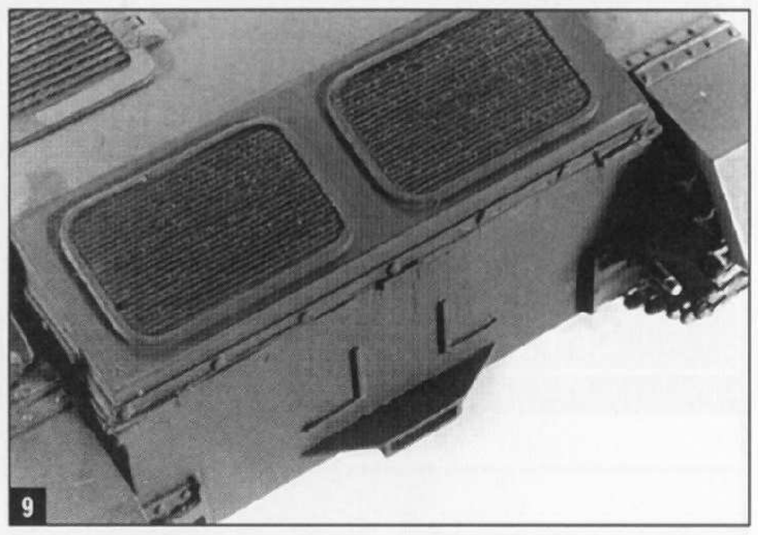


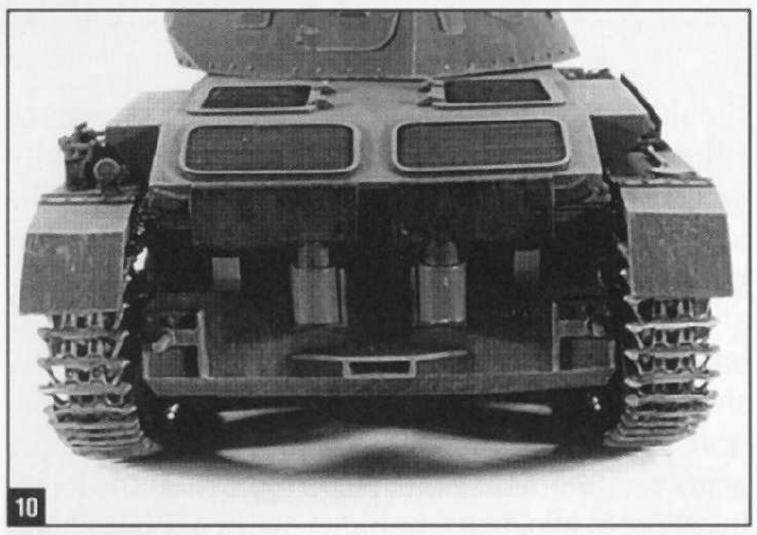


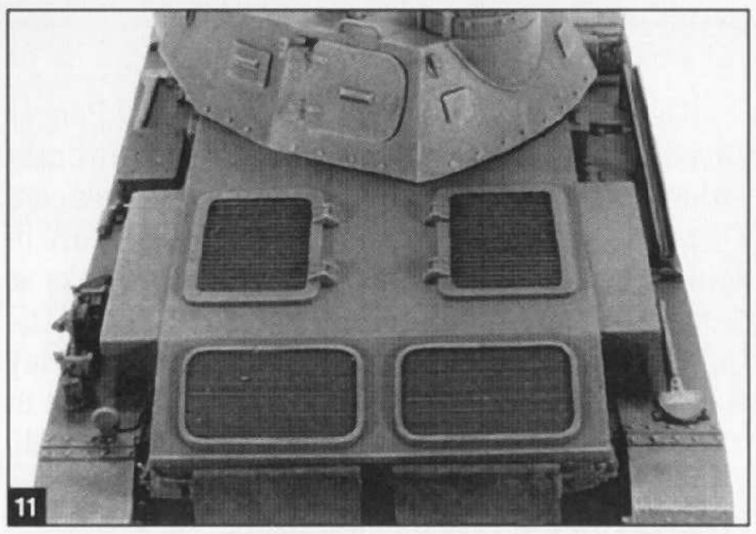












1. A close-up of the front of the lower hull, showing the "F" (for "Front") prominently cast into the part. 2. The lower hull with all suspension parts on except for the various wheels and sprockets. 3. The turret, complete with the exception of the antenna guard. 4. Lower hull with the track on; this was perhaps the easiest track job involving separate links I've ever done. 5. Taillight and rear fender detail. The light was wired with light copper wire. The rear fenders seem to have little support, but they hung on OK. 6. The turret roof is nicely detailed, evidenced by the screw heads in the roof. 7. Close-up of the turret front with the wire antenna guard added. Also notice the nice detail on the jack block strap.

droop effect. I went around the idler with individual shoes, using seven. I did the same on one drive sprocket, using nine, but on the other side I took advantage of the 'bendable' lengths, and used two of these. It takes two lengths to bridge the gap from idler and drive sprocket to the road wheels; don't forget to put some bend in these, too. Five lengths make up the bottom run. This was one of the easiest track jobs I've ever done.

Since reading Tony Greenland's book, I've wanted to try his track painting method, i.e. building the track on the model and then painting it. (When I first read that this is how he did it, I let out an audible expression of disbelief, to wit, "Oh, bullshit!" This caused some weird looks, as I was on an airplane.) Surprisingly enough, it worked quite well on this model and its metal tracks. Of course, if perfect coverage isn't attained with these, it's no big deal, as the tracks are supposed to be metal anyway. With plastic, I think it may be more difficult.

With the suspension parts and the tracks on, this baby was picking up some noticeable heft!

Upper Hull

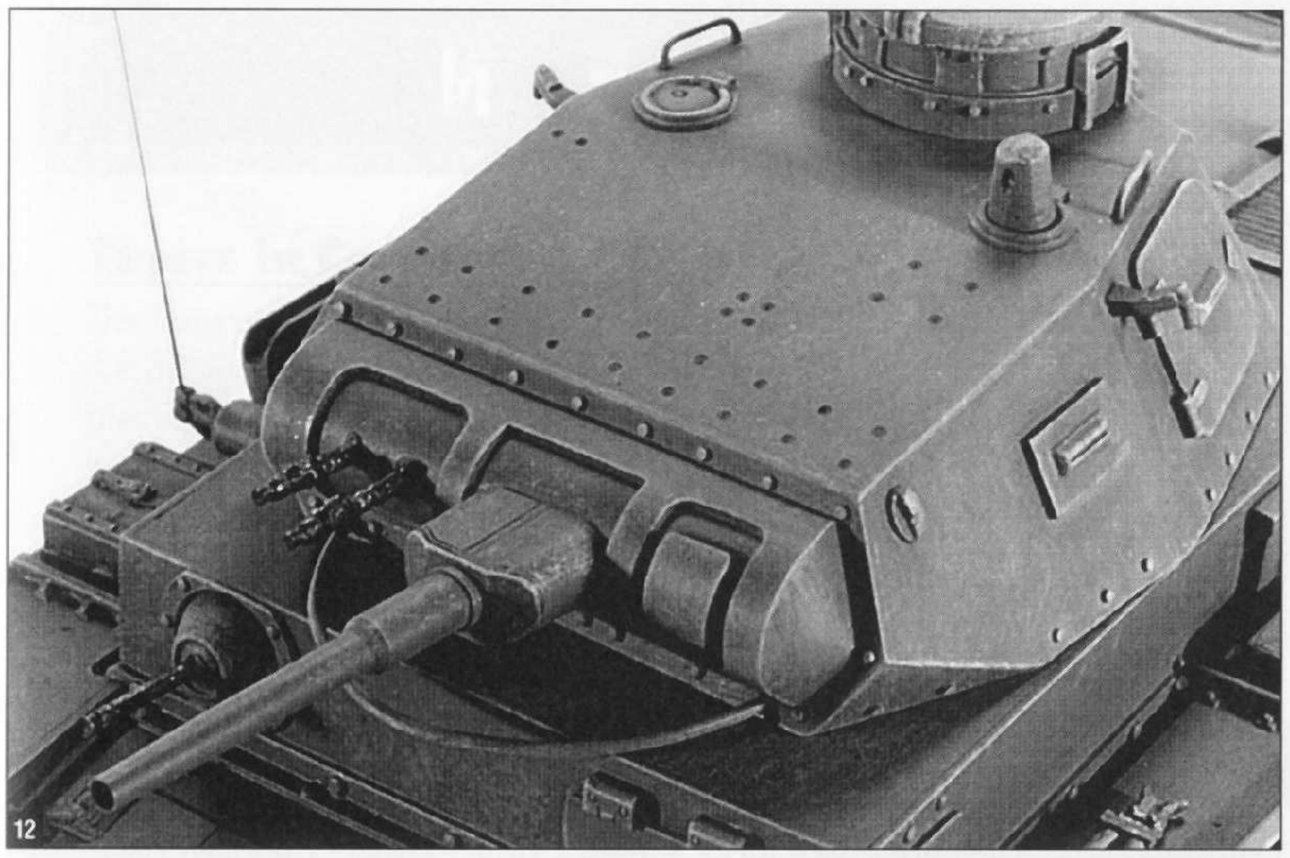
I painted the underside of the fenders, and then joined the upper hull to the lower. This is a good fit overall, with a couple of little fixes. The hull between the front fenders is quite flexible, and I noticed while dry fitting that it tended to sag in the middle. I put a small (10mm) chunk of Plastruct angle on the inside of the lower hull to keep the flex out. At the rear, there was a small gap, but I just pinched this together with my fingers while the super glue was setting up, and that fixed that. To get a good fit with the mufflers, the flanges at the rear on both upper and lower hulls should be trimmed away. Dry fit with the mufflers, and mark and trim only that which conflicts.

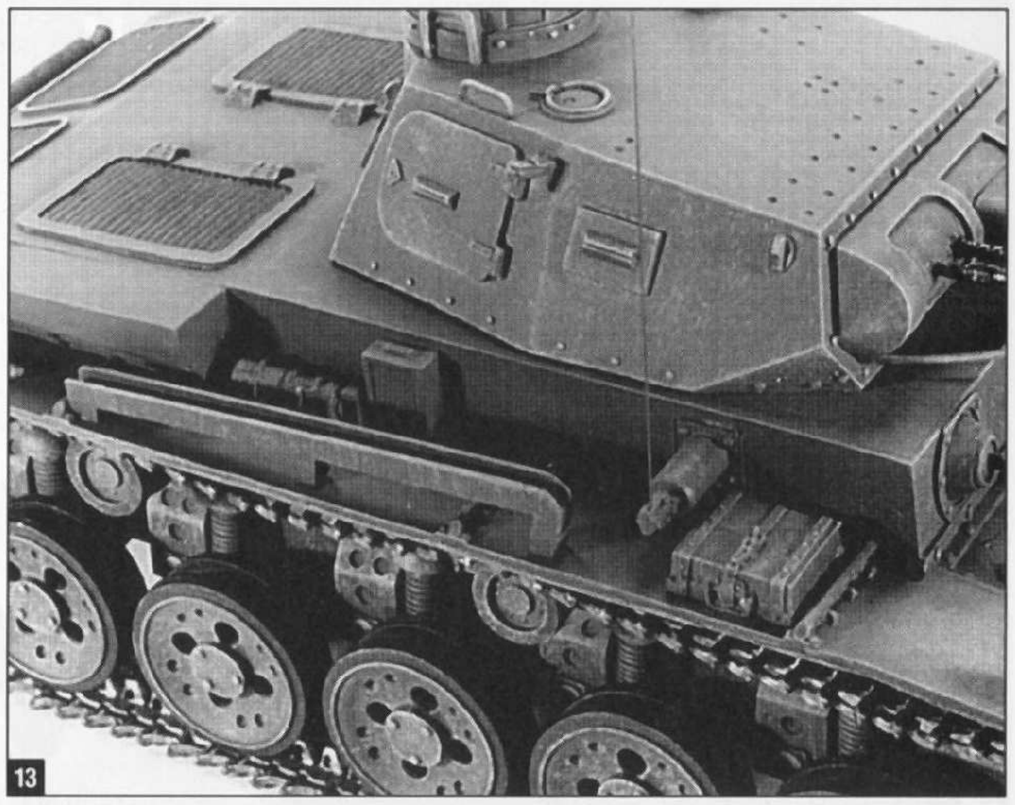
The front fenders aren't the best of fits, the left worse than the right, but an application of heat helped. I noticed that the fenders in the plans have the same problem.

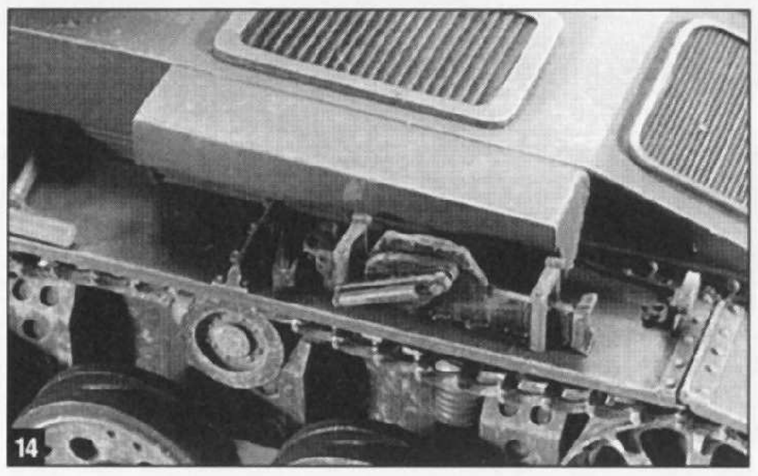
Now all the hull bits can go on. The tow clevises at the front need to be drilled for wire pins. Put something in between the arms, as the white metal is too flexible to drill easily without some backing. While you're drilling, drill out the track adjuster's mounting holes (on the rear hull plate idler mount) with a .050 bit, and install them. Put the tow hitch on while you're back there.

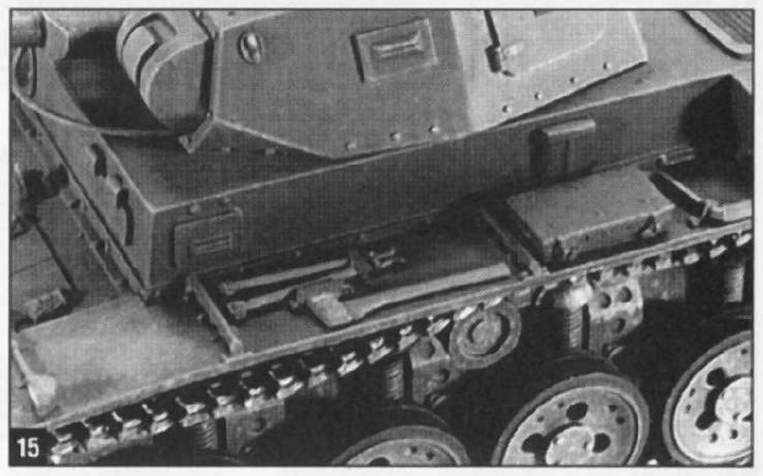
On the right side, the antenna mount had to be drilled for its swivel, and the swivel had to be drilled for the antenna, made from sprue. The fire extinguisher goes just forward of the louver, with a small box on the hull side just forward of it. These boxes (on both sides) are shown in the photos, both reference and plans, but they aren't provided. Dig 'em out of your spares. Now the antenna trough and jack block can go on.

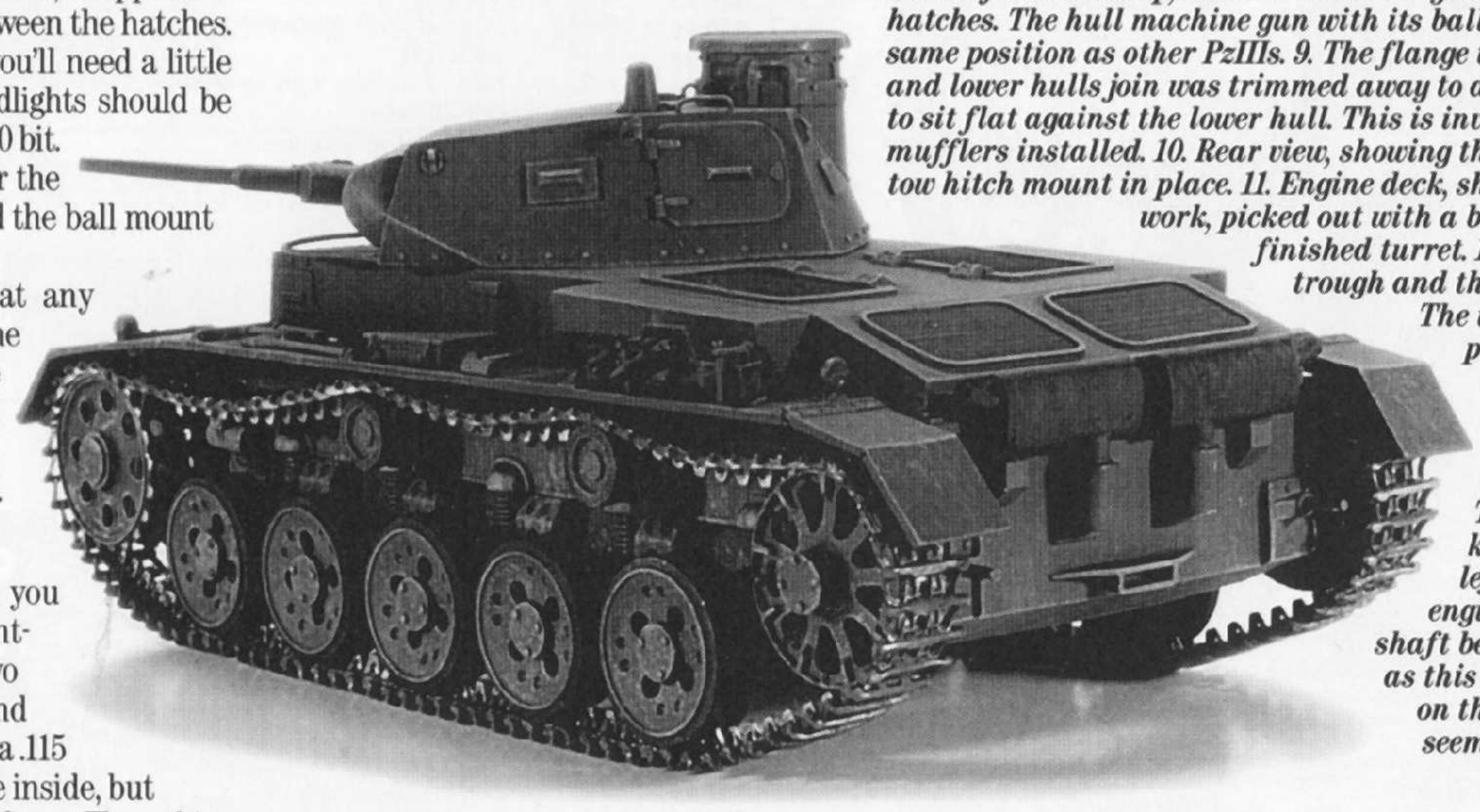
On the left side, put the taillight just back of the











8. Hull front close-up; the horn is on the glacis between the two hatches. The hull machine gun with its ball mount is in the same position as other PzIIIs. 9. The flange where the upper and lower hulls join was trimmed away to allow the mufflers to sit flat against the lower hull. This is invisible with the mufflers installed. 10. Rear view, showing the mufflers and tow hitch mount in place. 11. Engine deck, showing the grill work, picked out with a black wash. 12. The finished turret. 13. The antenna trough and the jack block. 14. The white metal jack provided was OK, but had no handle or brackets, so I replaced it with one from the Tamiya accessory kit. 15. Tools on the left fender; the engine crank has its shaft behind the tool box, as this is the only place on the whole vehicle it seems to fit.

end of the resin fender. I wired this with .014 wire. The jack goes next to the louver. The one provided had neither a handle nor brackets, so I replaced it with one from the Tamiya PzIV accessory set. The large tool box goes forward of the louver, with the other little box from your spares behind it.

Tools include a shovel that goes on the right rear fender, a hand crank that I put on the left side with its shaft behind the tool box (seemed to be the only place it fit), and wire cutters and axe, on the left front fender. All were added after the paint job. Some brackets are cast on these items, but more not provided are shown in the plans; brass, I suppose.

The horn goes on the glacis, between the hatches. After installing the tow clevises (you'll need a little filing here), the holes for the headlights should be drilled immediately above. Use a .050 bit. I used the same light wire I used for the taillight to wire the headlights. Add the ball mount and hull machine gun.

The rear fenders can go on at any time; just don't forget to paint the undersides! These seem to have very little means of support, but I held them in place until the glue set up, and they seemed to hang on OK.

Turret

There's not a lot to this, once you hack away the big plug on the mantlet. Drill out the holes for the two machine guns with a .040 bit, and drill the mount for the 37mm with a .115 bit. The hatches are detailed on the inside, but there's no provision for opening them. The white metal periscope needs an oblong slot cut in its front face. The cupola is nicely detailed; a figure would fit inside, but the hatch is cast in one piece (closed). The handles above the hatches were made from .025 copper wire.

The turret base took a little sanding to fit, but nothing extraordinary. I made the antenna deflector from .030 wire; this is clearly shown in photos but not mentioned in the plans. By the way, the machine guns are staggered like this to accommodate their belt feeds, if you were wondering.

Paint (and no markings!)

Immediate pre-war German vehicles carried no markings, so this one doesn't either. If you want to do the Polish campaign vehicle, the box art shows one. You'll have to stencil the yellow cross, as I don't think this is on any decal sheet.

In 1939, overall dark gray was specified as the Panzer color. Before that, camouflage schemes of brown 'cloud' blotches over gray were in use, so the overall gray dates this vehicle as being of 1939 vintage.

The gray was sprayed from my Aztec (nee Model Master) airbrush, and the tank was then dry-brushed with successive lighter gray shades. The mufflers were painted red brown, then given a black wash. The same black wash went onto the engine deck grills.

Conclusion

The model scales out very close to what it should, perhaps being a couple scale inches too tall. There's nothing too difficult in the building, and the end result is a very nice looking, little known (and seen) variant of the Panzer III. For those building the whole series of IIIs and StuGs, this is a must, for where should you start but the beginning?

—Joe Morgan

MMiR RECCE

Sovereign Panzerkampwagen III Ausf. A. Kit number SOV 3A. Suggested retail price $90.00.

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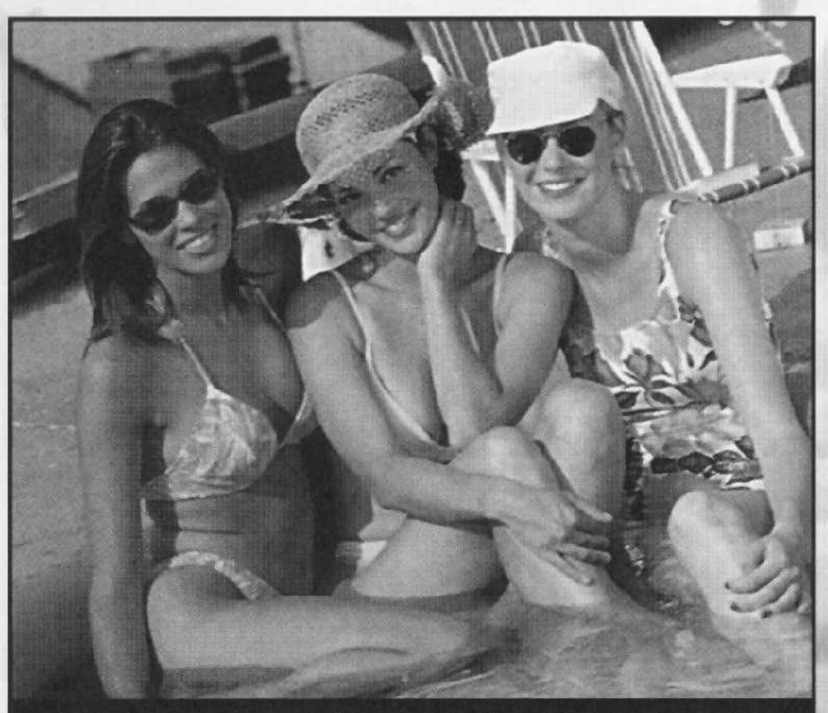

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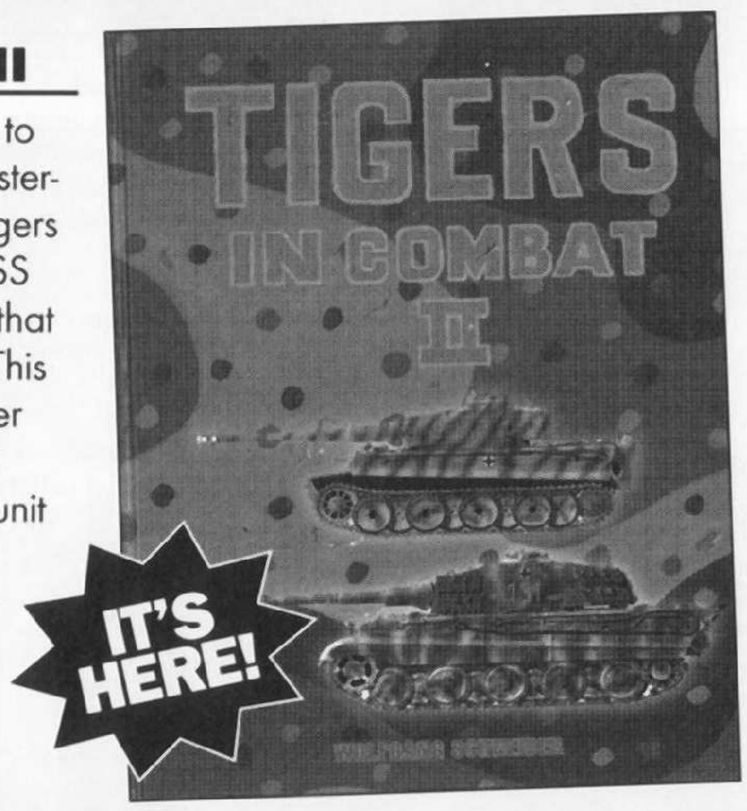

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This modeling guide from Taiwan explores the concept of the tank destroyer as employed by the German Army, both in WWII and after. Contains 11 vehicle and diorama articles, line drawings and photos of existing vehicles. Also includes full color fold out diorama. Hundreds of color and B&W photos. 105 pages. English with some Chinese text.

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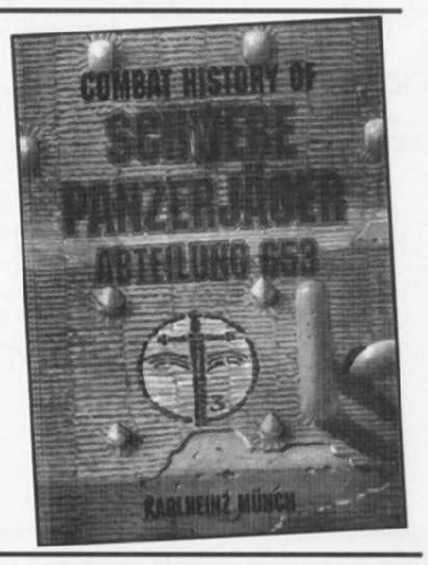

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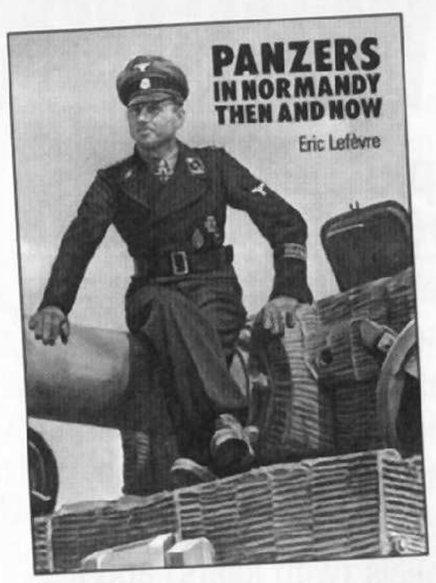

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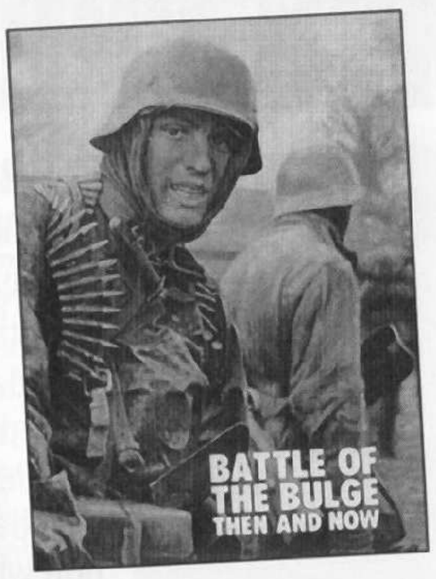

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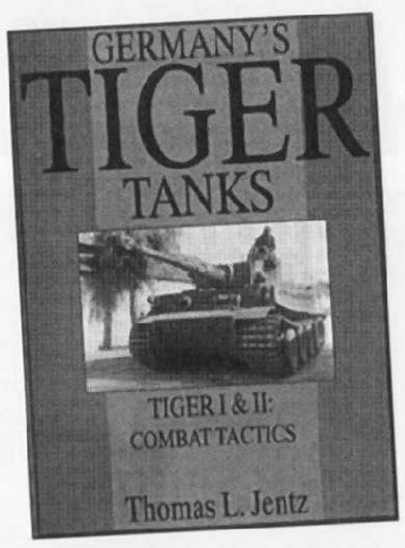

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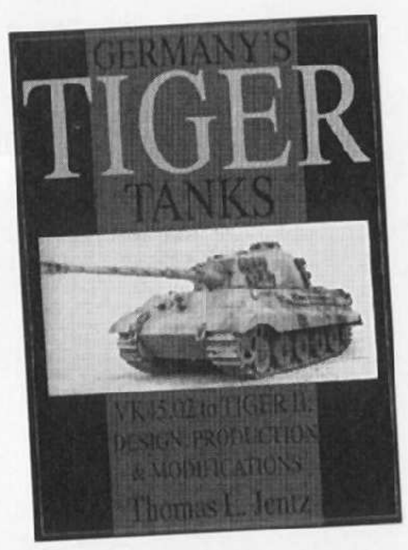

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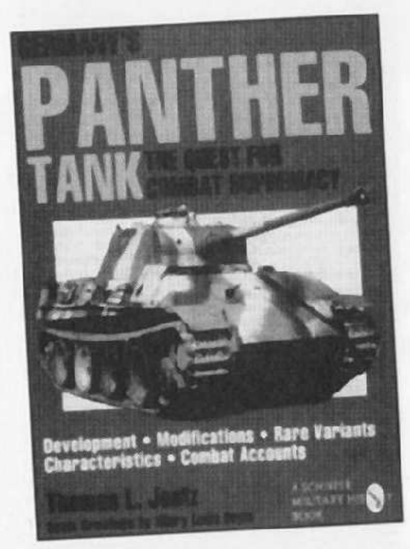

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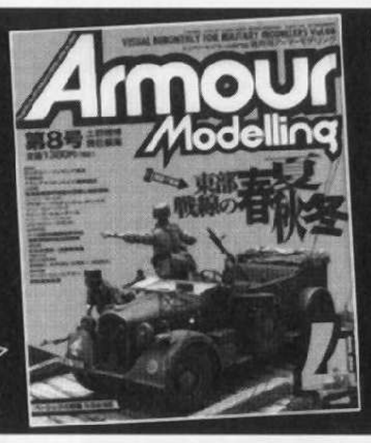

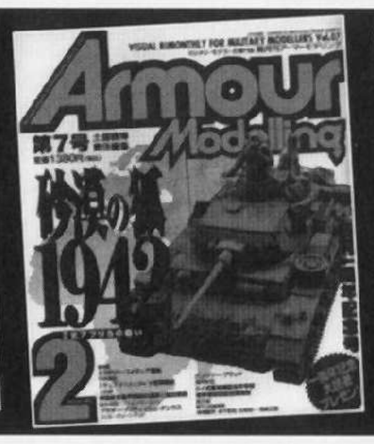

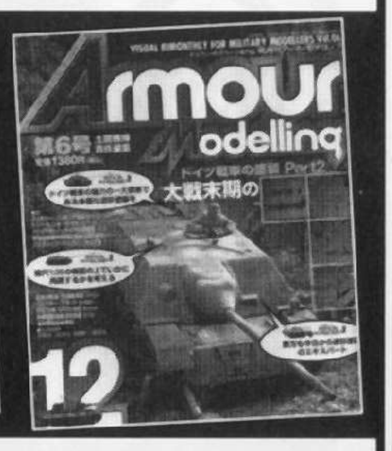

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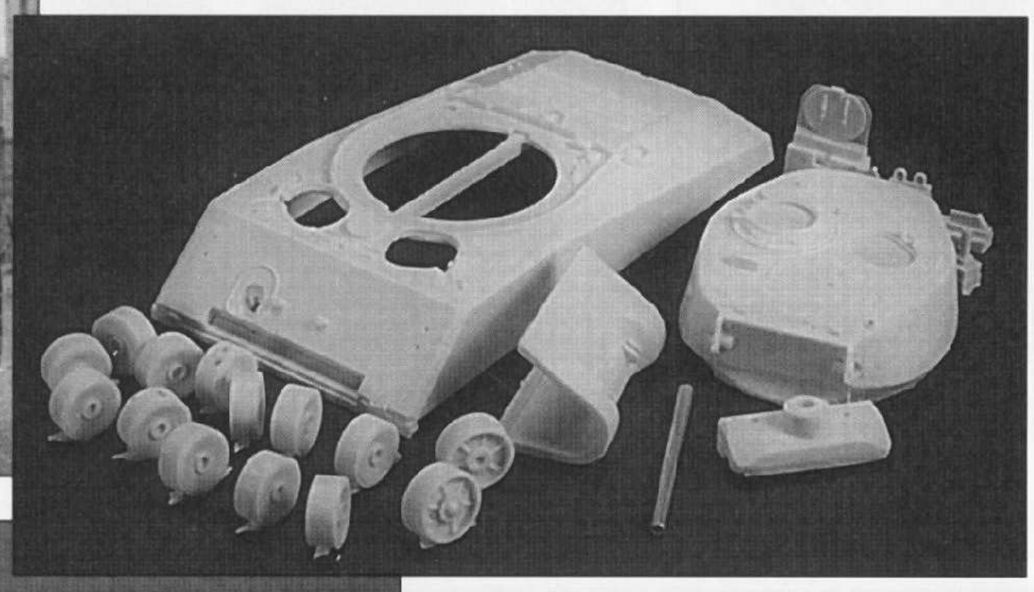

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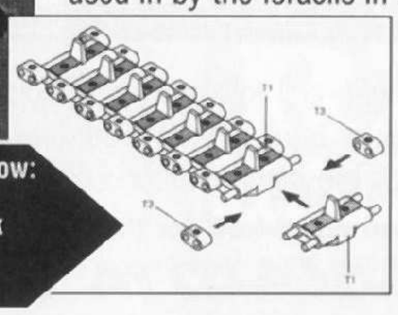

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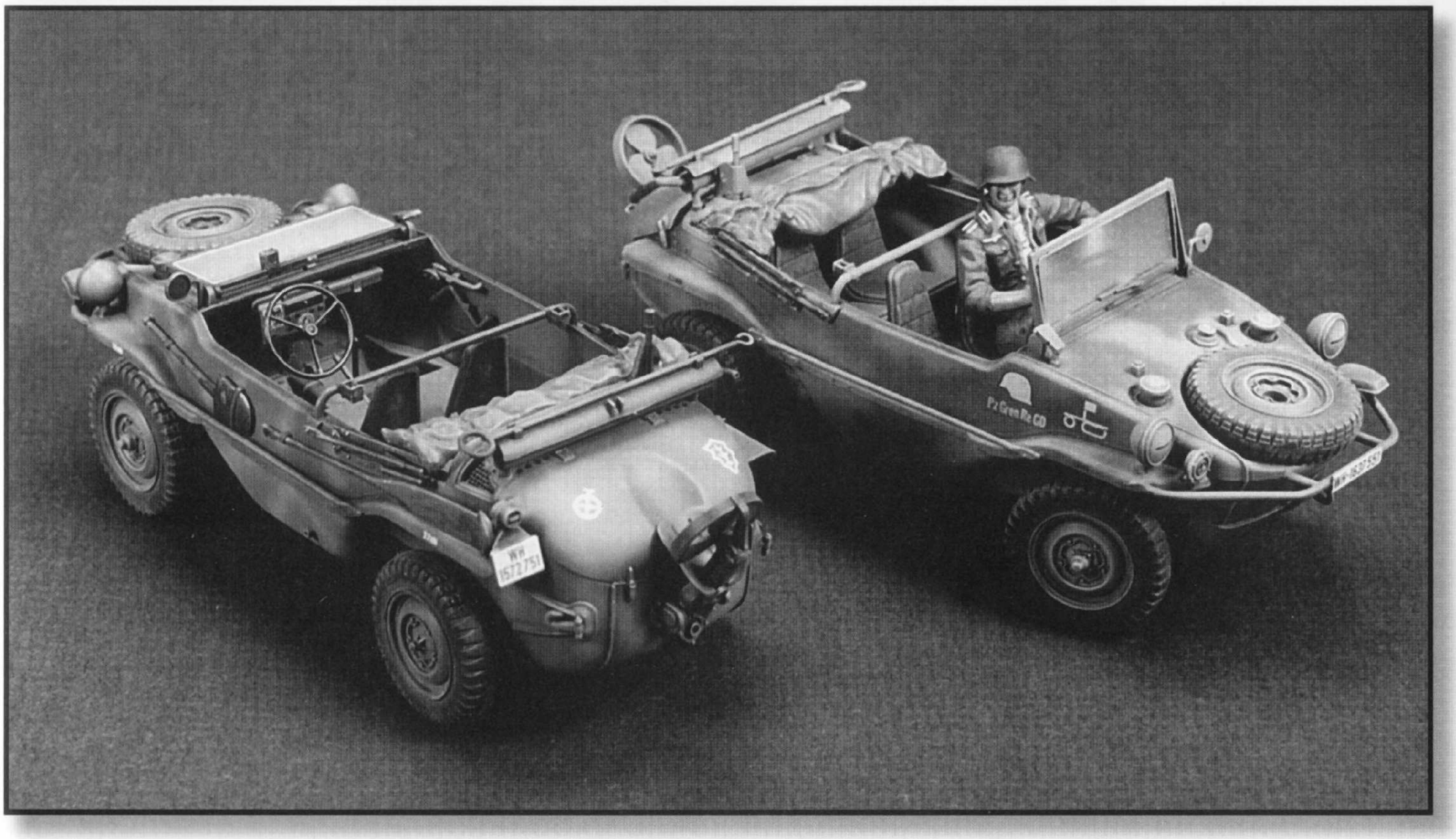


Of all the permutations of the wartime German Volkswagen, the weirdest has got to be the Schwimmwagen. The basic idea for it stemmed from the notion of a four-wheel drive version of the Kübelwagen. The development of this and the Schwimm-man ran concurrently and interestingly, the result on the Kübel side was the Type 87. This was fielded in limited numbers with beefed up Volkswagen body work. Wacky.

The concept of the four-wheel drive swimmer was to replace the "Kradschutzen's" motorcycles and give them the freedom of movement over all types of terrain and water obstacles.

The Schwimmwagen was propelled in the soup by a small screw assembly that dropped down from the back end. A gear in the screw engaged an open faced coupling in the bottom of the hull, which was in turn driven off the engine. A long hook was provided to retrieve the screw when the little dude reached dry land.

The finished vehicle was designated Type 166 and it entered service in 1942.

Styrene Nirvana

Tamiya continues its non-stop blitzkrieg through its old Military Miniatures line. Like the others, this one is an all new deal from the ground up. Remember that old kit? Solid metal axles—sheesh!

I will try as hard as I can to come up with new superlatives and accolades as I praise this kit to the point of nausea. Well, it might not be that bad...

The kit comes in one of those little boxes and it is essentially just two sprues. Once all the parts come together you have just four subassemblies; the lower "hull," the upper, the interior thingee and the engine module.

Tamiya's given us a veritable crap-load of detail in this engine module and much of it is on parts that are tragically hidden during the assembly process.

The first of these is the front axles and suspension. The steering arms (they don't work) and the rubber boots are boner material as are the rear suspension assemblies (one piece each).

The front suspension gets covered up with a large shield, so I took the time to linger here and stare lovingly at the parts while gently dabbing my eyes with a tissue.

The wheels are simple two part deals and I was a little disappointed not to have the option of the beefier wide series tires. It seems that you see just as many pictures of these wide wheels. The funky reduction gear on the rear wheels is molded right onto the back of the wheel, like the Kübel. Thank you.

I get a little emotional

Unlike its predecessor, the Kübelwagen, the Schwimm features a complete engine and engine compartment. More of that ol' Tamiya magic here. It's only four parts, but it builds into an exquisite replica. The finished assembly is a small module that includes the rear firewall. This later drops into the back of the lower hull. They even provide a little placard decal for the firewall. It's in German, but I'm sure it says something like "don't sleep in here."

The interior pan is next on the list and this gets all kinds of neat bits, including some groovy looking bucket seats. The texture on these is hot. The slate work on the interior pan will look familiar to those of you who drove a Beetle in the sixties and seventies.

More hidden detail on the upper hull with the addition of the fuel tanks and the jack assembly. This last item (actually three parts) is just out of sight on either side of the seats.

Tamiya did a great job rendering the rear bulkhead. This area is usually hidden by the seats and the folded top, but I did manage to find a photo of it and it is exactly right. Fine plastic mesh gets cut to form the screen in this area and this same material is also used to make the screens on the top of the rear deck. It was difficult to get this stuff to obey my commands, but it did eventually lay down using Testors liquid glue.

The dashboard, such as it, also gets a decal placard. This time it's the gear pattern. I liked it.

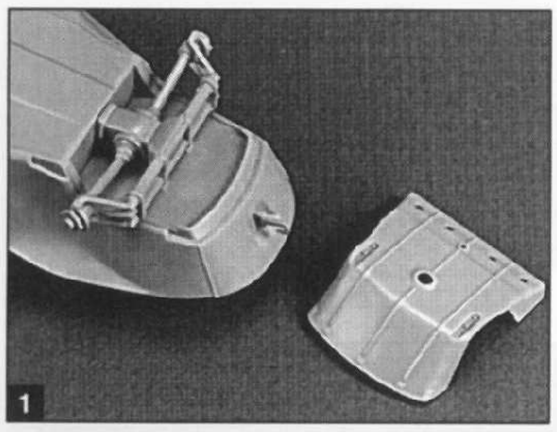
I skipped ahead to add all the remaining fiddly bits to the upper hull like the lights, siren, etc. I left the interior pan, engine module and the two hull halves apart for painting. I also set aside the tools, the top and its stays.

One weird part on the top hull was part B1 located just forward of the windshield on the right hand side. I blissfully added this, only realizing later that it is the cradle for the side mounted MG. I'm sure you'll want to at least hollow it out.

The rear screw assembly is breathlessly beautiful and it even slides back and forth to engage the bottom gear—and it's only three parts.

Paint as you go

I hit the interior first, thoroughly covering all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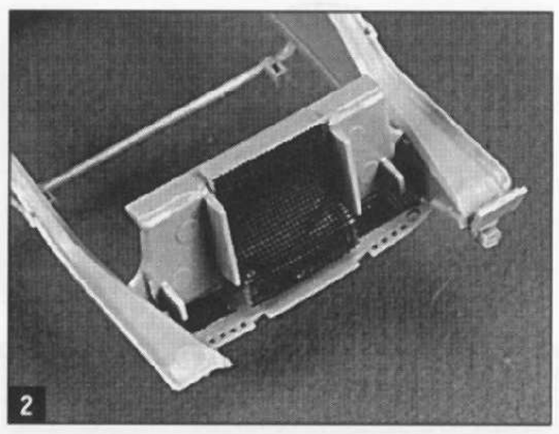
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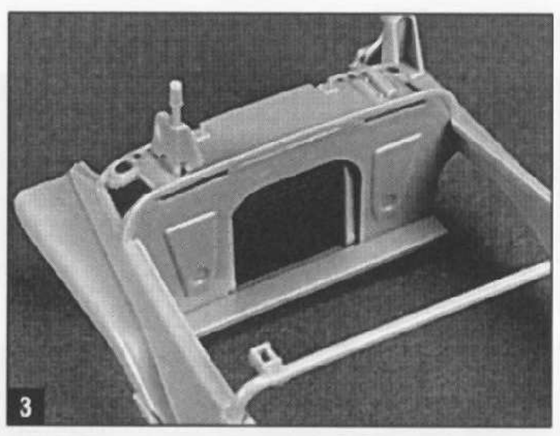
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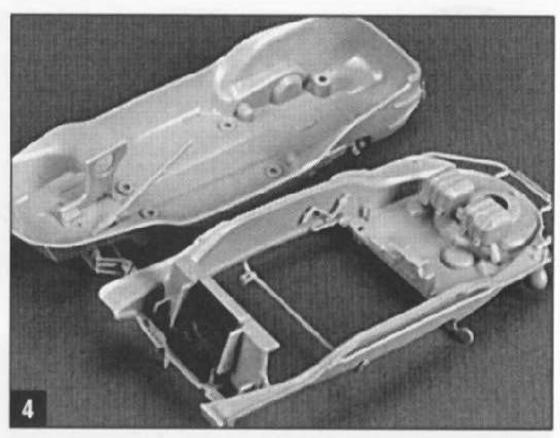
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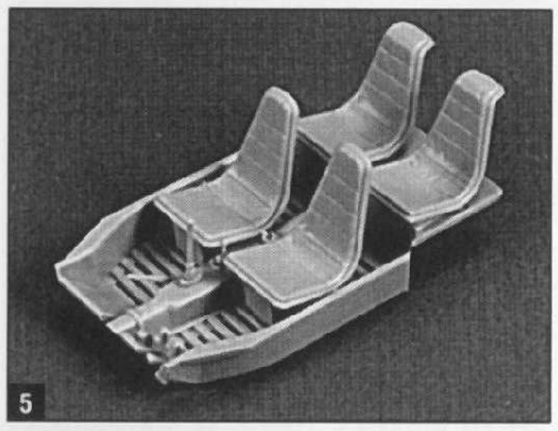
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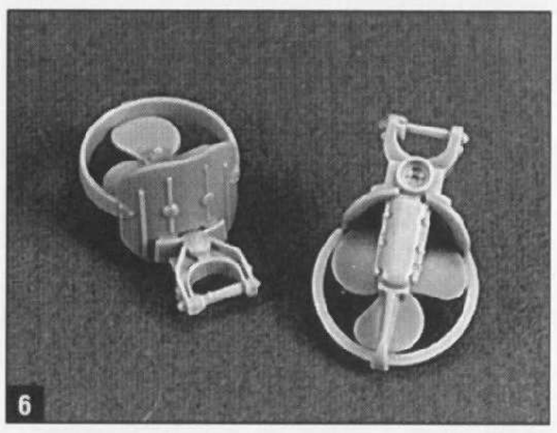
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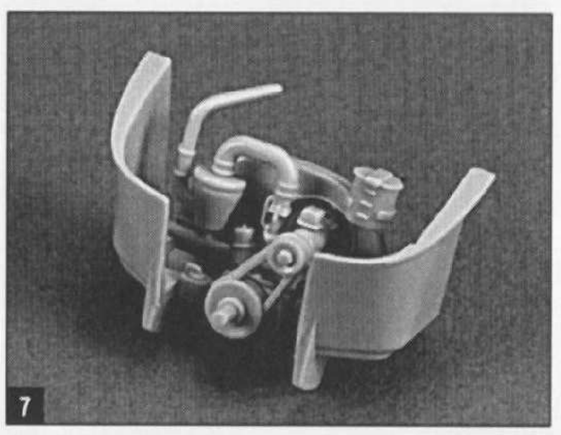
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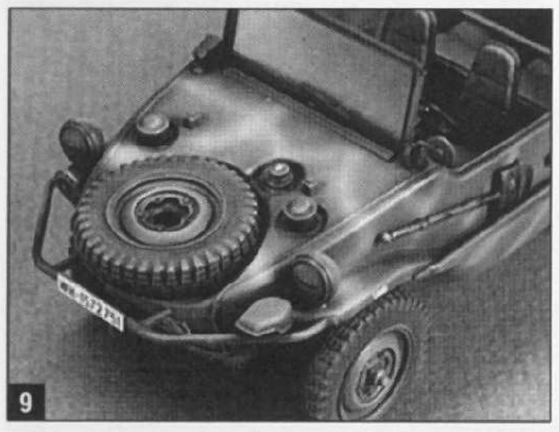
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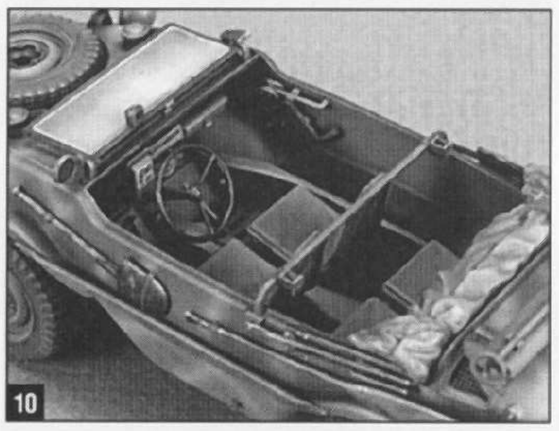
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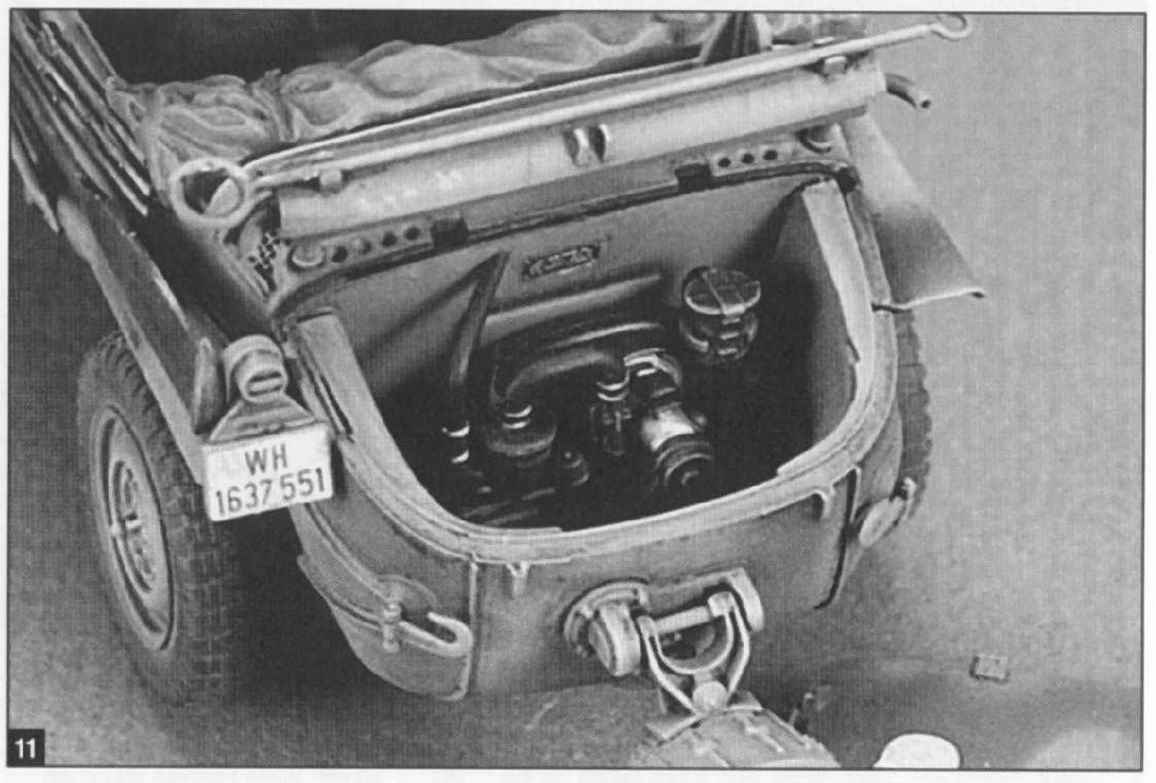

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1. The front suspension and its skid shield. 2, 3. The front and back of the screened areas in the firewall. 4. The two hull halves. Note the fuel tank on the upper part. 5. The interior "seat tub." 6. The very detailed screw assembly. 7. The super-looking engine module. 8. The front end of the gray Schwimm. The markings, for the 5th Panzer Div., are a bit of a guess. 9. The spare tire and fuel caps. 10. The interior showing off the gear pattern placard for the dash. 11. The finished engine in the GD Schwimm. This makes the model a great value. 12. Bucket seats, man! 13. The prop in its working position. 14. The GD Schwimm with its driver.

the parts that would be hard to reach later on. I actually built two Schwimmwagens (hey, they're small), one in basic Panzer gray and the other in the more elaborate three-tone scheme.

I like the whole black base coat thing, so I went at everything with the black first, then passed back over it with the appropriate color. It is necessary to detail paint all the interior parts and weather them at this stage, too. I painted the seats a dark gray with a teeny bit of green mixed in. They were then drybrushed with light gray.

I picked out the detail on the instrument dial with white after painting it black, then added the placard. I only added the engine module to one model (the three-tone scheme) and I painted it using the instructions for color reference.

Once everything was set up, I attached the hull halves. Watch out for the front of the hull. It contains stamping lines that must be mated and aligned for a proper fit. I lopped off the locating pins and gently sanded to get a good fit here.

Next, both models got small pieces of typing paper and paper towel stuffed inside to mask off the interior. Installing the engine hood was sufficient to mask that area.

Be careful of the fender reinforcing rods (parts B5) these are easy to break and they are placed on the sides of the model right where you want to grab it.

...and go, and go

I finished both schemes using my Model Master airbrush and Polly Scale paints. The gray vehicle also received a wavy over spray of dark yellow, which is one of my favorite schemes (for some reason). I marked it from the Kradschützen battalion of the 5th Panzer Division. I used white markings from Masters Hobby Supply. These go down perfectly over a coat of gloss using Micro Set.

The second vehicle was marked from the HQ company of the Panzer Grenadier Regiment of the "GD" division in 1944. I used the Tamiya decals for this. I always find their decal film to be very thick and repeated applications of Solvaset will make the decals lay down, but not go away (it really seems to soften the ink, but not the film). Cutting up close seems to make it worse, as the cut edge is even harder to eradicate. Oh well, you do have to look close to see the film.

Both models were washed with W&N oils suspended in Model Master enamel thinner, then drybrushed with light gray and tan.

I like to attach clear parts with either white glue or Krystal Klear. Remember that oil based thinners can dissolve this stuff, so make sure to add them last.

The clear windshield part is pre-stamped by Tamiya and only two small areas need to be trimmed to release it. The fit is scarily accurate and it dropped right into the frame.

I like to give my models a finish coat of flat to cover any shiny areas that may have appeared due to the wash. The flat coats unintentionally frosted the clear parts. Not unattractive, but unexpected.

I slipped the kit's figure into the GD Schwimm and he was painted with oils for the fleshy parts and acrylics for the rest.

Backstroke!

I loved these little models. The key phrase with Tamiya seems to be "Keep It Simple." In spite of the oodles of detail found in this kit, it was a very easy and fast build. This is a sound concept and it will keep their kits popular for years to come—especially with me!

—Pat Stansell

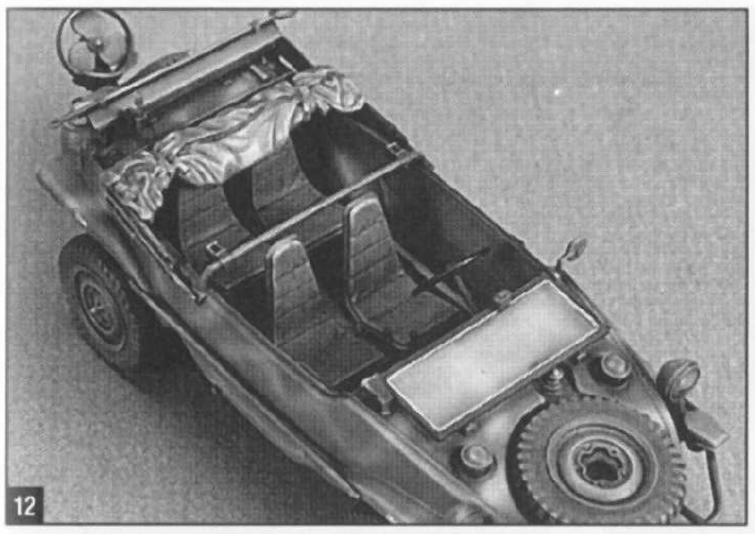
MMiR RECCE

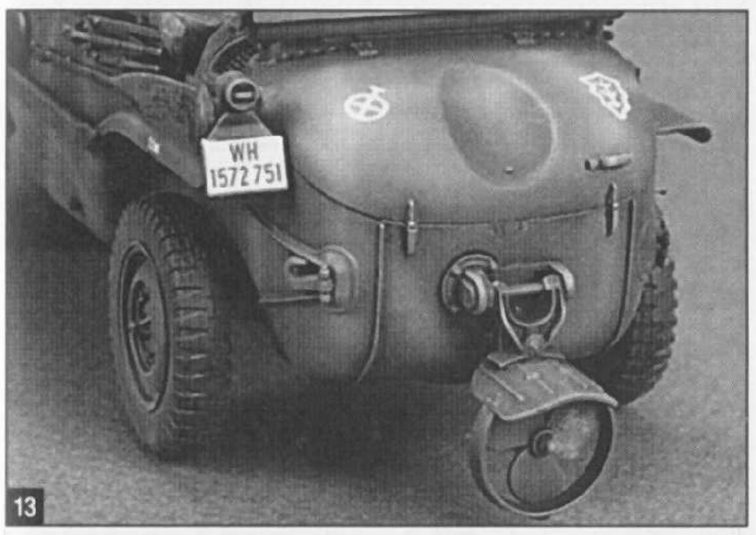
Tamiya Schwimmwagen Type 166. Kit number 35224. Kit graciously provided by the manufacturer. Suggested retail price $17.50.

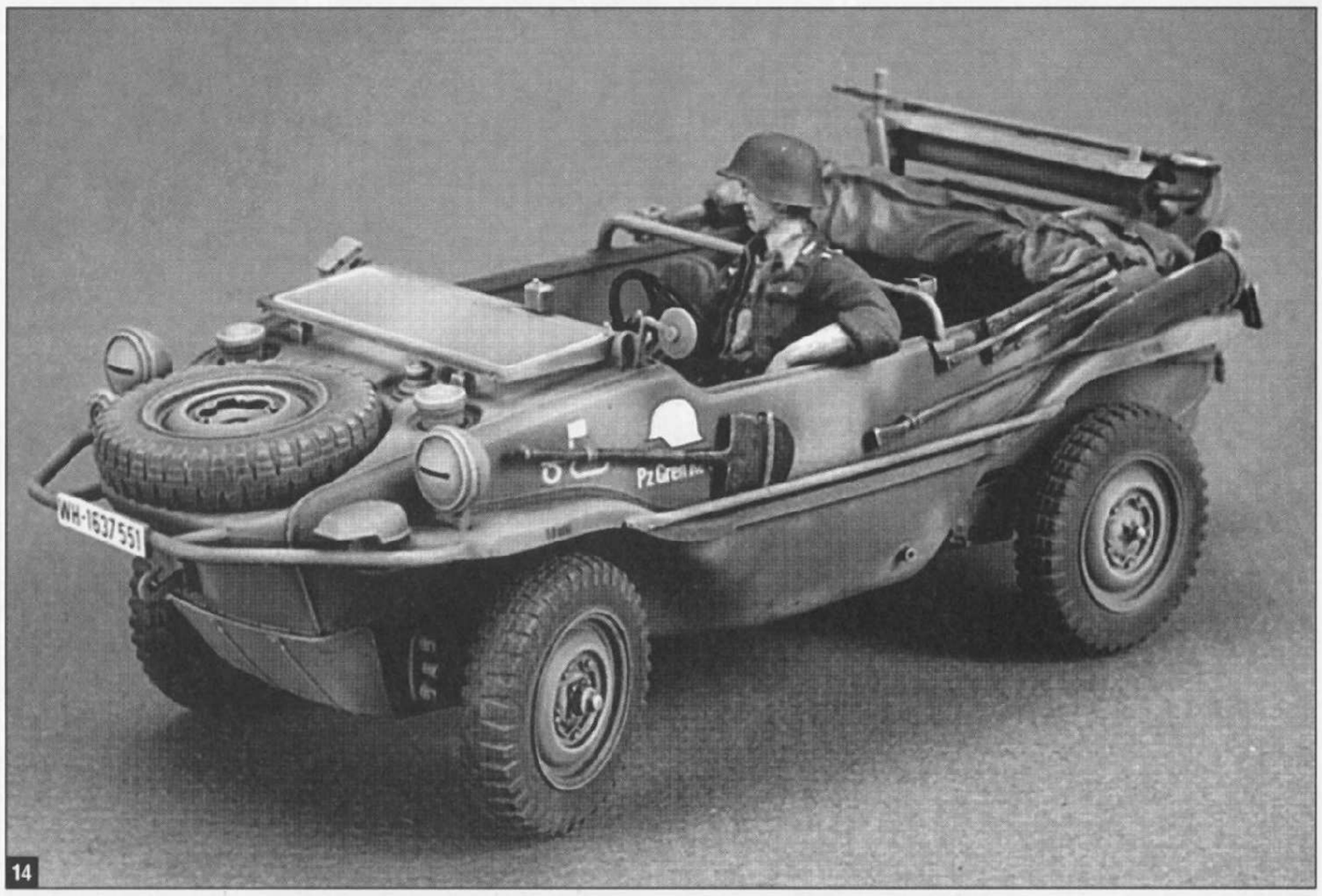
References

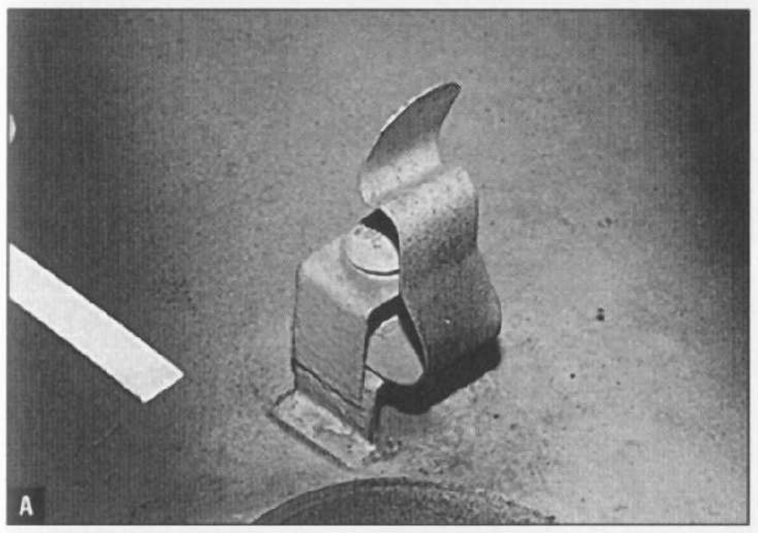
Volkswagens of the Wehrmacht by Reinhard Frank, Schiffer Publishing 1996. ISBN: 0-887740-684-X. Part one of a four part series on German soft skins, these books are a well-kept secret. Each is about $25.00.

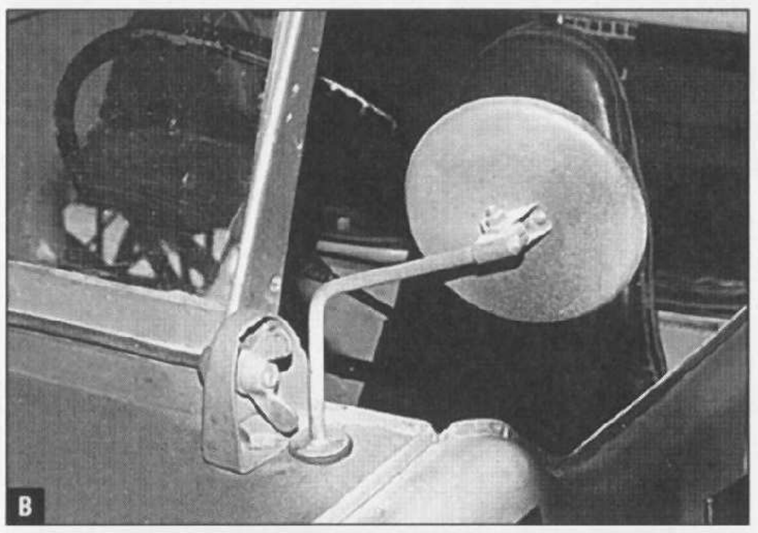
VW at War Kübelwagen Schwimmwagen Book 2 by Dr. Bernd Wiersch, Schiffer Publishing 1992, ISBN: 0-88740-401-4. A little horizontal booklet, it covers the complete development of the Schwimmwagen. Cheap, too at nine bucks. Check out volume 1, too. It covers the Beetle.

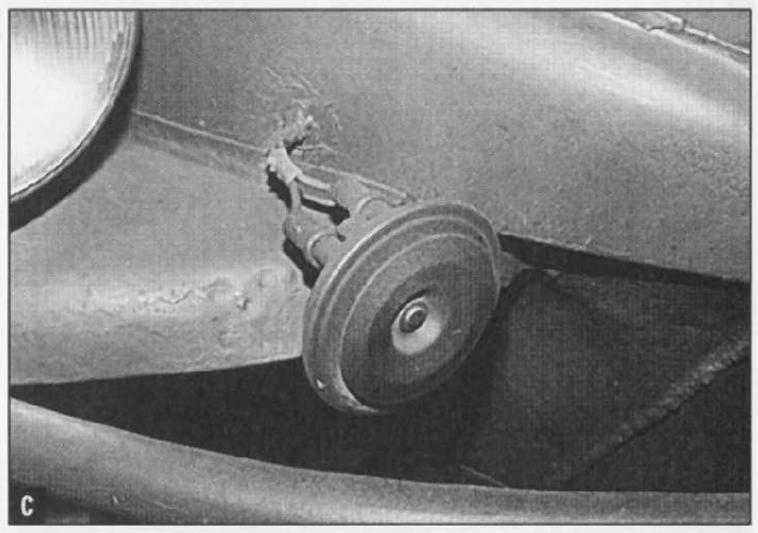


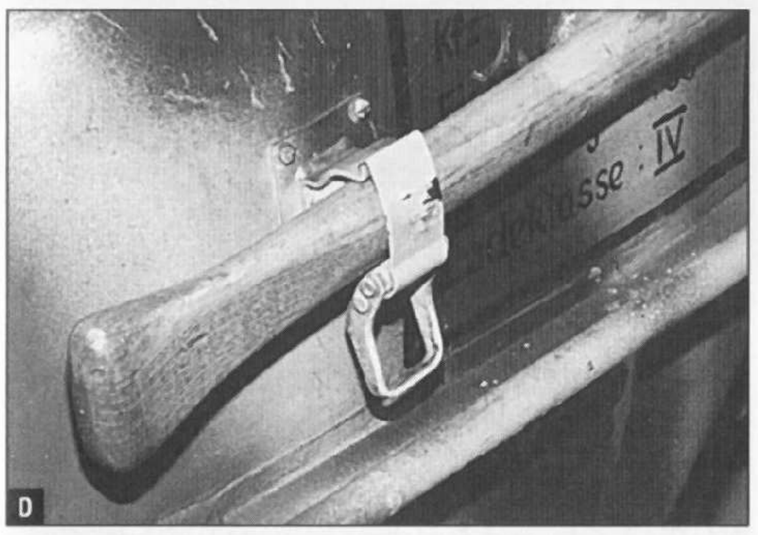


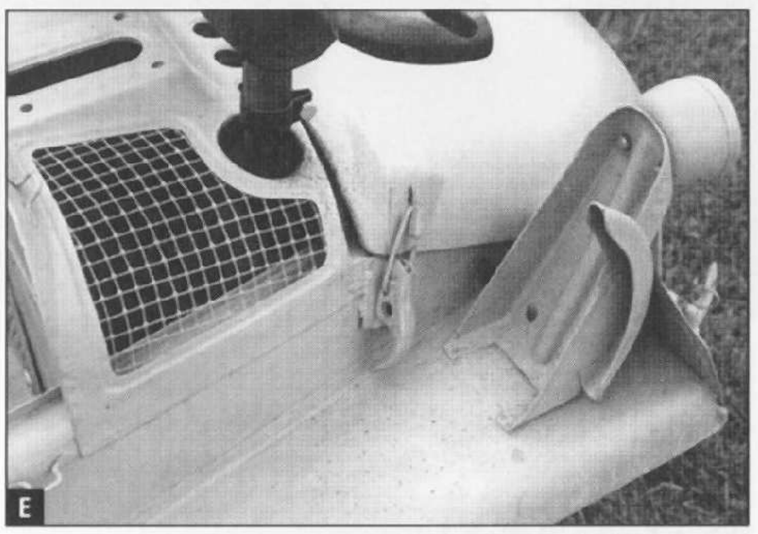


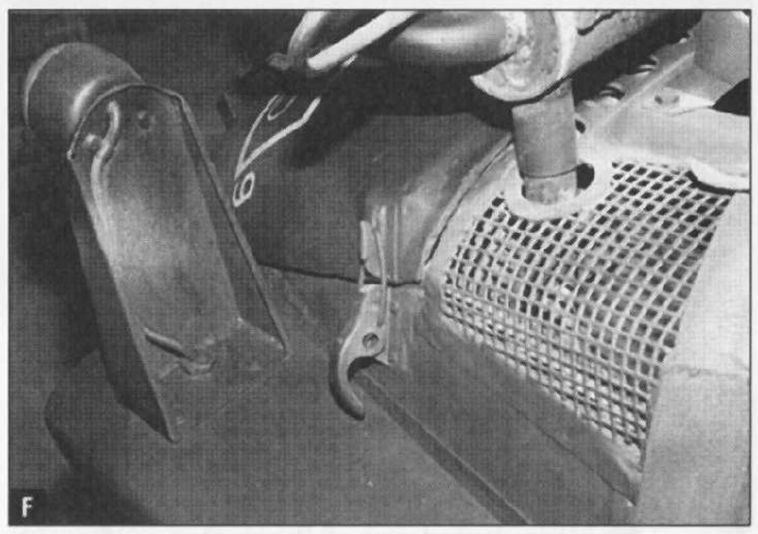


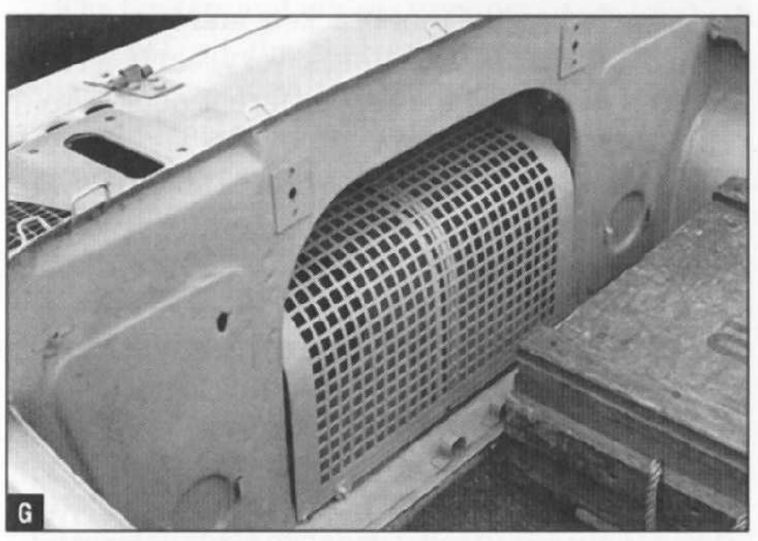


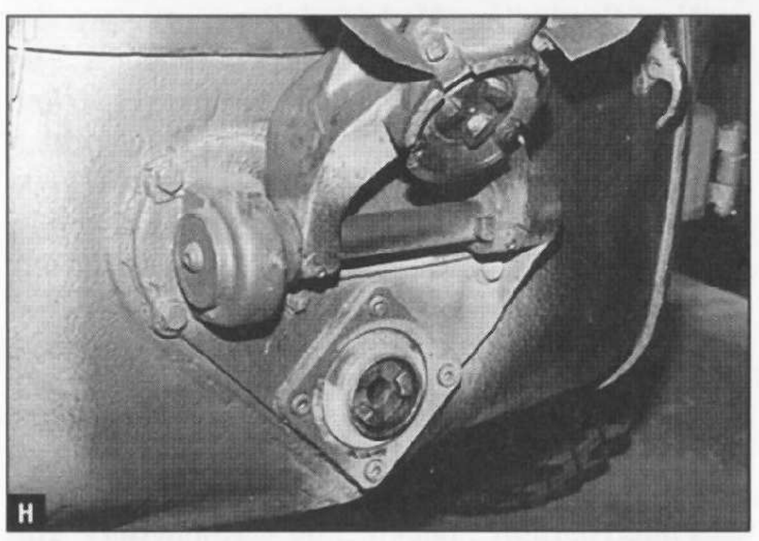


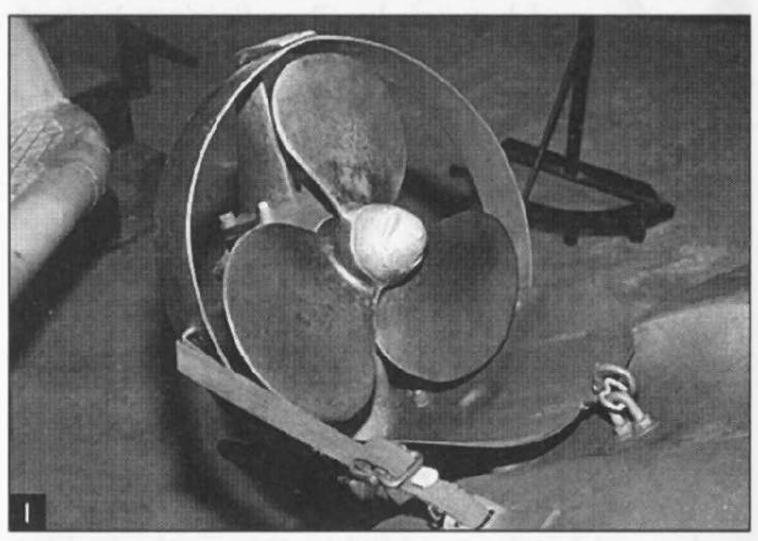












A few shots of two restored Schwimmwagens. The camo-clad one is currently on display at the Panzer Museum Münster, while the other is a privately owned vehicle used in re-enactment's in the mid-west. A) One of the clips that hold down the windshield on the top of the front hull. B) The rear view mirror on the driver's side. Note the large wing nut used to secure the windshield. This is missing on the Tamiya kit. C) The siren on the front right side. D) The standard German tool clasp used to secure the paddle (left side). E) The left rear fender area showing the screen, hood latch, and the bracket for the paddle welded to the light housing. Notice how the muffler pipe passes through the sheet metal of the upper body. F) The rear fender area on the right side of the vehicle. The shot shows the wire lead for the tail light real well. G) The screen installed in the rear firewall. This Schwimmwagen does not have its rear seats installed. Was this a common practice during the war as well? H) The rear prop assembly and its engagement screw. I) The prop end with its various straps and latches. It's interesting how the straps thread through the eye on the screw guard.

DREAM MACHINE

Rad, Man-Eight Rad

A Sd.Kfz. 263 Panzerfunkwagen with a dose of Tamiya, a dash of New Connections and a bit of this and that

Seasoned treadheads will recall two injection releases of the Sd.Kfz. 232, both emerging during the dawn of armor (a.k.a. the early '70's). Monogram's 1/32 kit included one of those oh-so-nifty colored how-to's by Shep Paine, who took two kits and converted one into a 263. Tamiya's 1/35 offering has been on and off the market during that same period, and after a lengthy dormancy finally is being rereleased.

From 1937 to 1942, over 1,200 units of the Achtradwagen (eight-wheeled car) were produced, of which 240 became the Sd.Kfz. 263. In a small nutshell, the 231 had a 20mm and MG34 in a rotating turret; add that bow antenna and it's a 232; take out the 20mm, add one helluva vertical antenna and larger Ein Satz Funkgerat radio, extend the turret and weld it down, and you have a 263. With all its angles and hatches and lights, this wacky-looking armored car saw service on all fronts. The 263 was not intended for combat but rather as a command vehicle and mobile communications relay station, boasting a top speed of 62 mph.

The overview

Though sporting 1970s molding technology, the Tamiya 232 still holds its own in the armor market. I've heard whispers of scale discrepancies. My personal program for scale accuracy is as follows. I open the kit. I see that it is a MODEL of the real thing. I am satisfied. I move on.

New Connection Models of Germany gave the Tamiya kit a new life with its conversion set. The modeler gets an upper hull in flawless resin, a flexible resin bow antenna and metal fixins which include top hatches, forward antenna supports, pistol port covers, and that big ol' vertical antenna in retracted form for the rear deck. Also entering our program are the Sd.Kfz. 232 photo-etched sets from Eduard and Show Modelling. Many of the parts are specifically for the 232 and have no application for the 263 conversion.

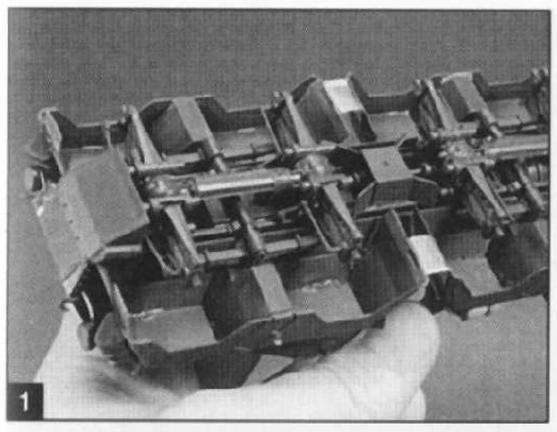
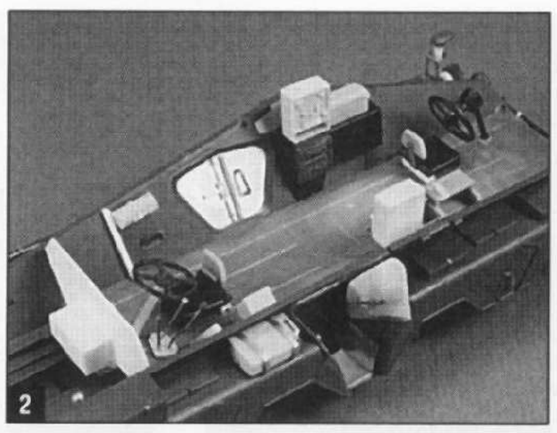
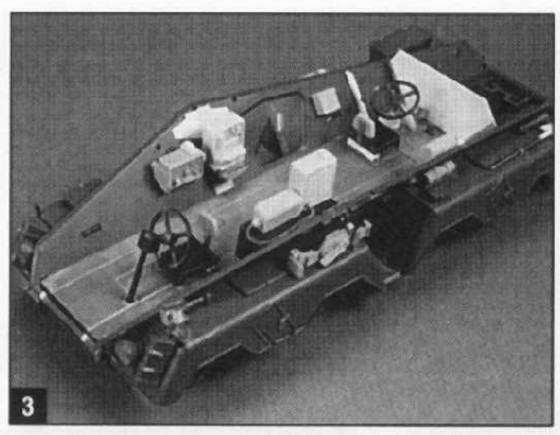
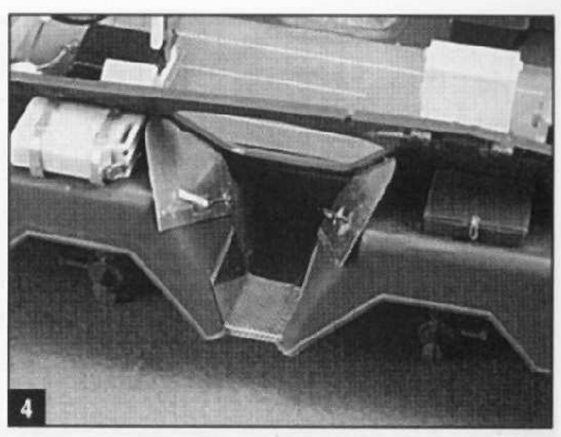
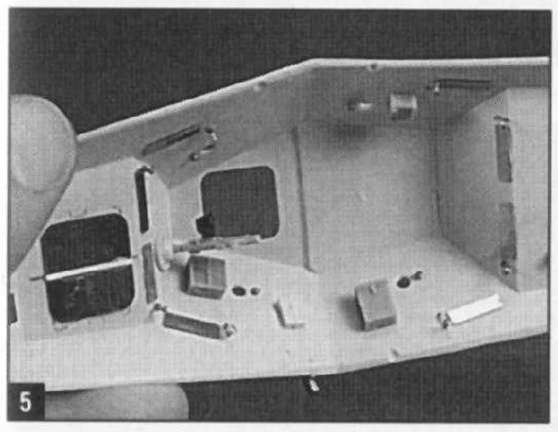
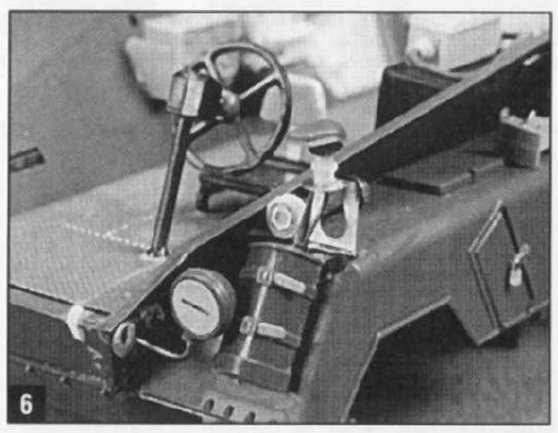
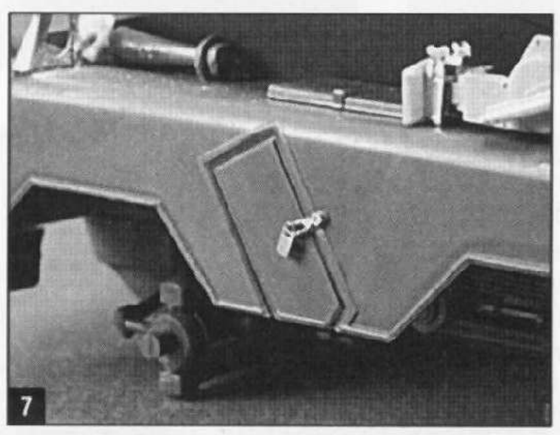
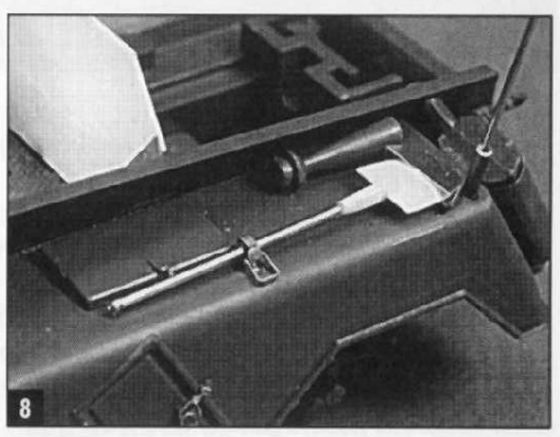
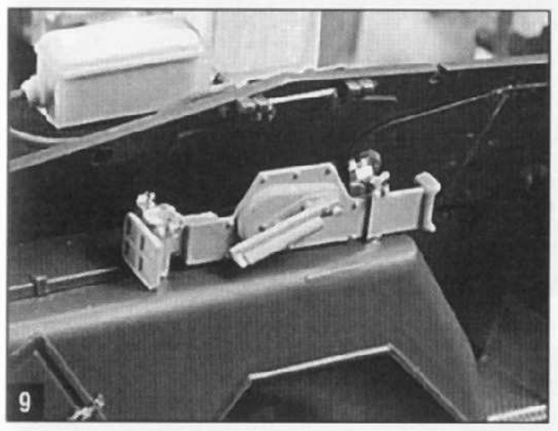
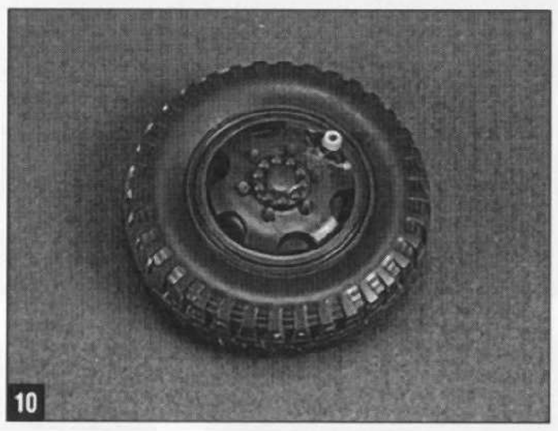
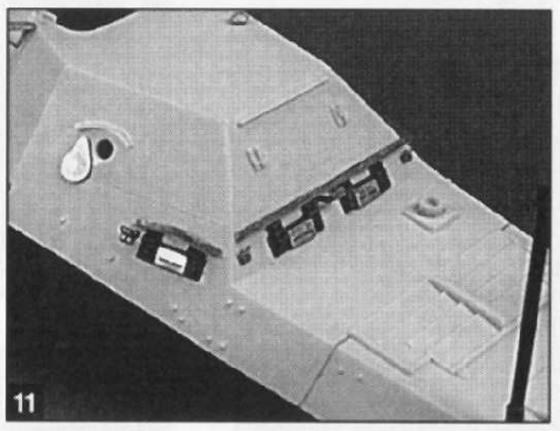
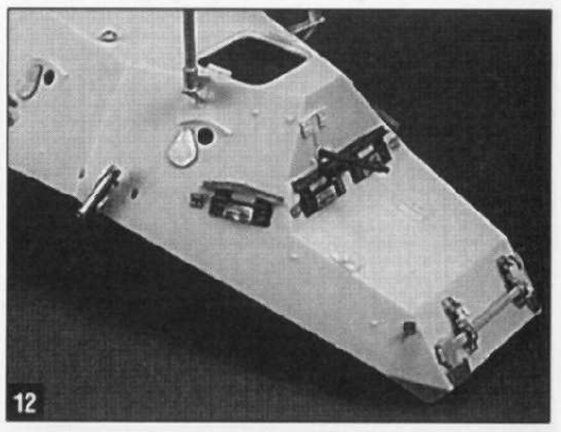
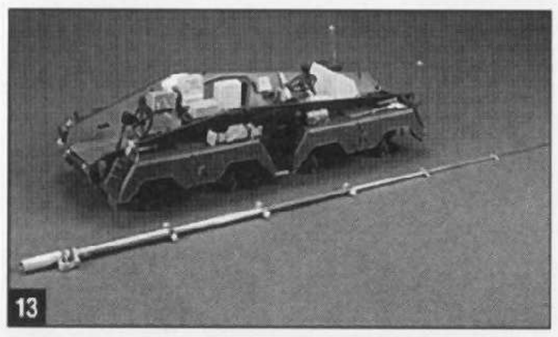
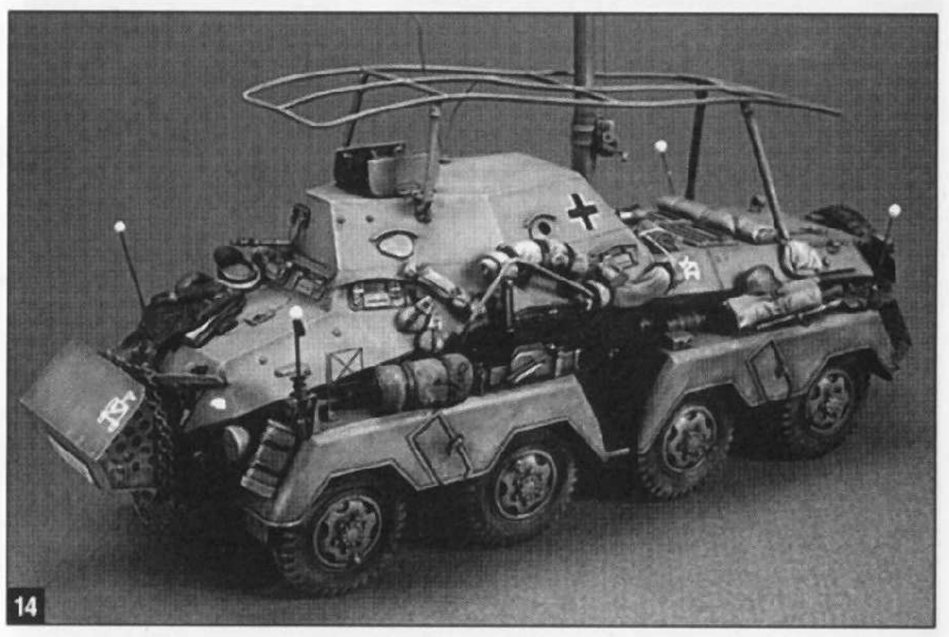
Pickin' and grinnin'

Construction began by removing the shrinkwrap from the Tamiya kit and finished by glueing the final part in place. In between, a lot of interesting stuff happened.

First, I had to pick which parts to use. I put aside non-required Tamiya parts, which is the upper hull and most everything on it. The lower hull was assembled in full with no extras and is so well executed that it made me want to superdetail the bottom and flip one over in a ditch scene—it's that good. Eduard's etch is one of their breakthrough detailing sets and features more relief and more parts (including the tool brackets and turn indicators) than Show Modelling's very early effort. However, Show found a few different details, so if you can swing it, get both.

Time to choose. How much could I do versus how much would be visible? I was hankering to scratch a Bussing-NAG V-8 and an interior; but with only one resin hull to play with, I cringed at the thought of boring out the engine hatches. With side and top hatches to be opened an interior was a must.

I chose Eduard's dot pattern treadplate (#35142) and used a panel scriber to score lines in the floorplate. I added forward and rear drivers seats, steering wheels, foot pedals and a twin bank of radios from the parts box. With two sets of etched hatches to work with, I flipped the Show pieces and used them to simulate interior vision blocks. Brass pins were bent to make the vision port cranks. I used plastic sheet and 100 test fittings to form a firewall.

1. Even though it's '70's technology, the detailed under carriage is first rate. 2, 3. Two views of my completed interior. You never know what's going to show, but I like to add the stuff anyway. The read plate is Eduard, while most of the other details were scrounged from my parts box. 4. The opened doors are replacement brass items with some scratch built latch detail. 5. The interior portion of the New Connection hull was also given the Porter treatment. 6. The left front fender with the detail Notek assembly, head light and whatever the hell that box is. 7. The cool little Eduard locks. 8. Can you say "shovel"? 9. The jack is from the Tamiya tool set with Eduard brass bits. 10. A finished wheel with my ivy plate and stem detail. 11, 12. The saga of the vision ports showing my brass and plastic solutions. Note the white metal pistol ports. 13. The antenna takes shape. It's quite a bit longer than the kit itself. 14. The finished kit. It has hundreds of additional brass and plastic parts. Believe it or not the large frame antenna was provided by New Connection entirely in resin.

I also finished off the inside half of the ball MG34. Radio wiring, a few stowage boxes and a gas mask or two rounded out the visible components.

Fender for yourselves

The fenders and wheels were next. I scraped the latches off all the tool and stowage boxes and replaced them with Eduard parts. The front and rear headlights received Eduard covers and kit mud-flaps were replaced. I added Show's straps for those weird front stowage boxes, rebuilt the Notek light and added the horn. The spade and jack were replaced with better parts box versions and Aber brackets. I wrapped the mufflers in lead foil and replaced the pipes with brass tubing. Eduard also provides excellent dot pattern steps which go between the fenders; just angle them a wee bit and you can push them right into place.

I needed some distance poles of the long variety, and I have an unlimited supply of them. Use those straight pins which you get when you buy a folded shirt, or buy a box of them at a fabric store. They're straight and true, and you can file the bottom of the ball until it's round. Brass tubing was used for the mounts. Next came the wheels. Great wheels with the requisite seam around the middle, yet I can't seem to find a kit wheel which has those big ol' valve stems. If you're looking for them in photos, they jump right out. A steel cup projected from the rim to protect the valve stem and was mounted through a three-pointed plate. This plate looked oh-so-familiar; I searched at length and it finally hit me—those cool leaves in Hudson & Allen Ivy! Nip off the stem and there you go. The steel cups were made with plastic tubing, and brass rod was used for the valve stems.

Onward and upward

New Connection's resin upper hull is a fine match to the lower kit hull. NC has properly represented the weld bead where the rigid fighting compartment was attached to the lower hull. I added the very fine joint just forward of the intake vents on the upper deck, using a panel scriber. Eduard provides the best set of turn signals you could want. I mixed Eduard and Aber brackets for the axe and pick on the front plate and discovered that the upper brace for the Zusatzfrontplatte won't fit unless you trim your pick down to the size of a hammer. I finally decided to unhook the pick and lay it on the ground.

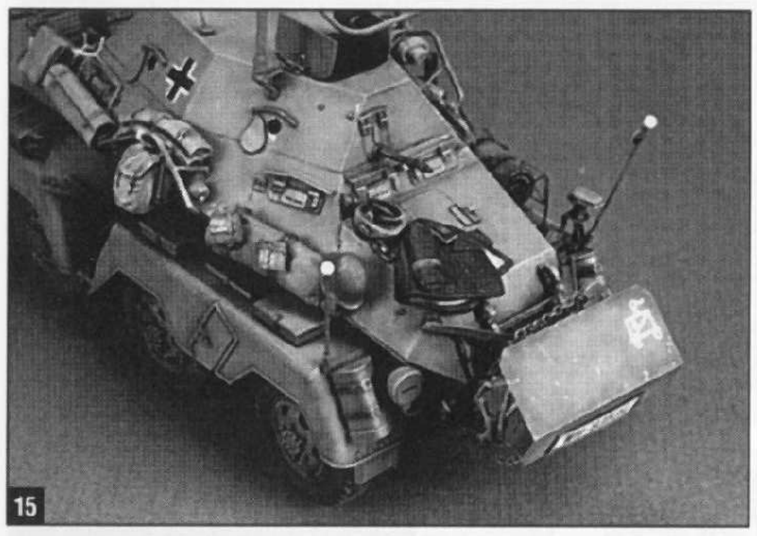
Weird thing #1 - hatches, hatches, everywhere (or, coming unhinged)

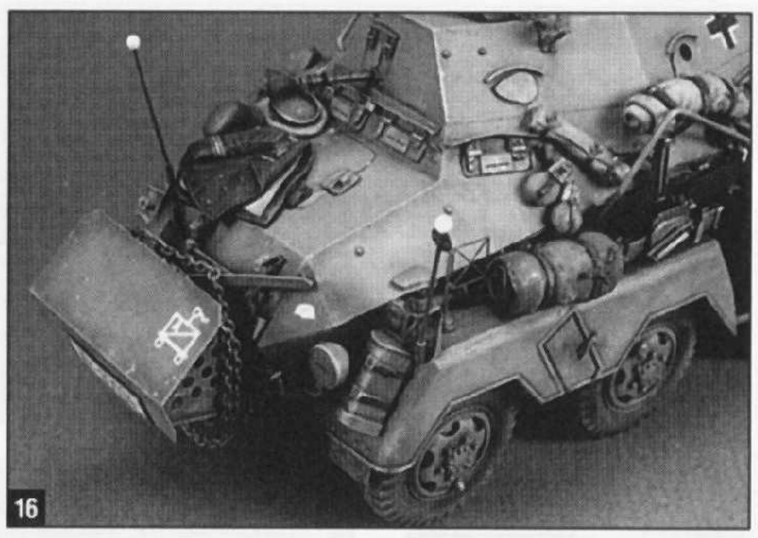
When you include all the stowage and tool boxes, there are over 40 hatches, doors, and lids on the 263. Eduard and Show Modelling each provide etched replacements for most of these. Somehow I can't help thinking that if you opened every available hatch, Muppets would start popping out all over.

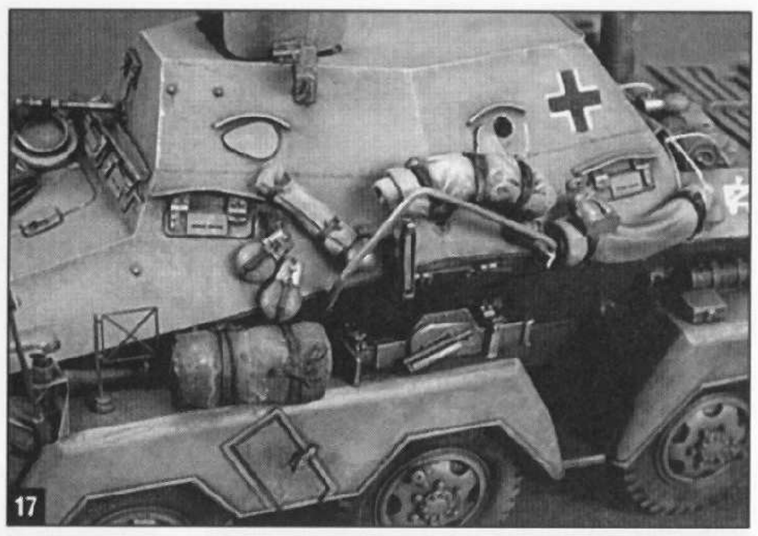
Problem is, most of the real hatches had these massive conical rivets on the hinges, which just can't be replicated in etch. These rivets are such an obvious characteristic of the vehicle that they really should be left on, so as far as the large number of etched hinges were concerned, I passed, content with kit parts. I wanted to open up one set of the main fighting compartment doors, so I cut the hinges from the plastic doors and attached them to Eduard's hatches. A tricky undertaking, but worth the effort.

Weird thing #2 - I had a vision port

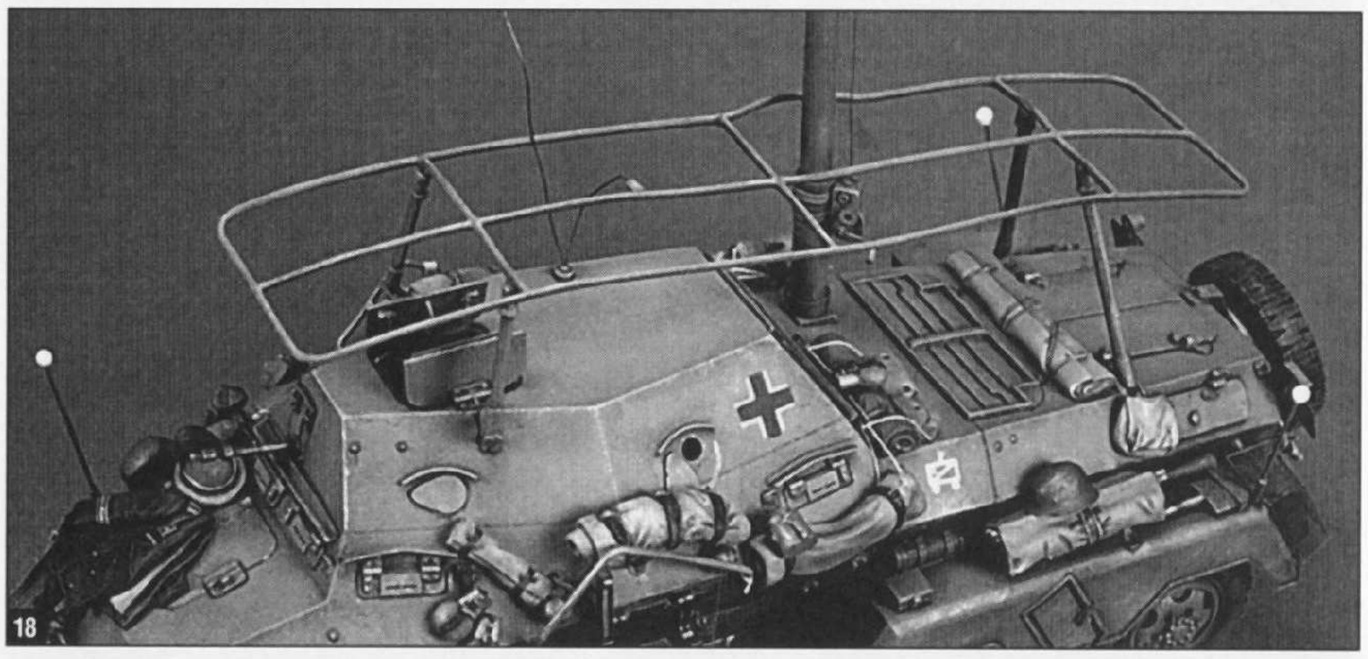
Time for the upper hull and this is where things get sticky. I don't claim to be the guru of armor, but something struck me about those vision ports that run around the fighting compartment. (Unless you're

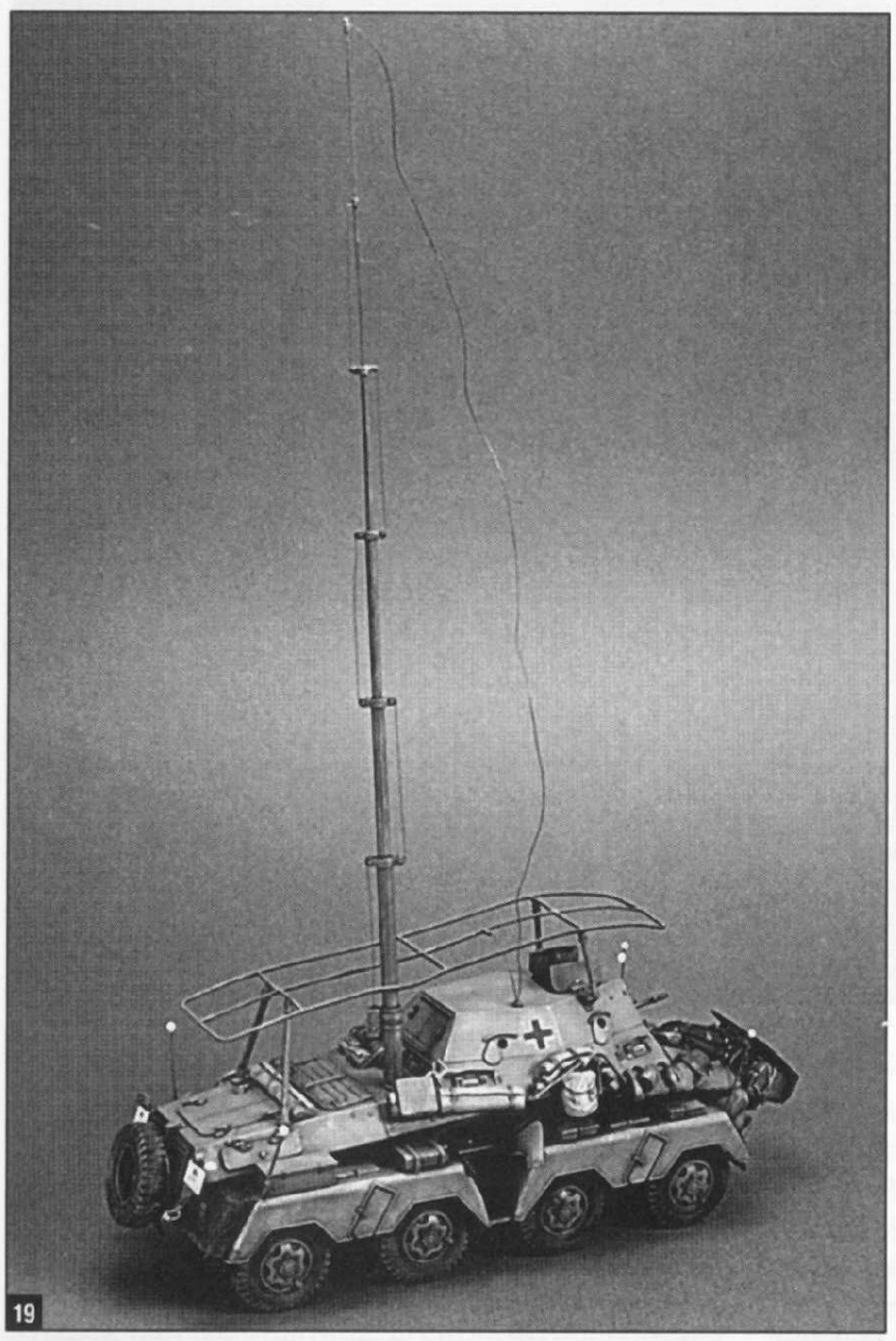


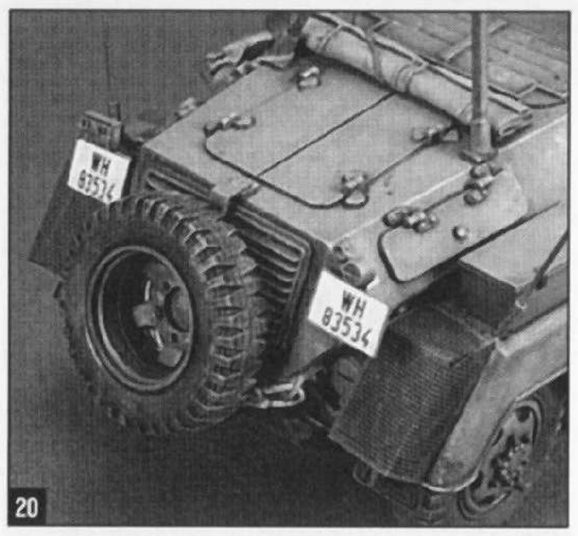


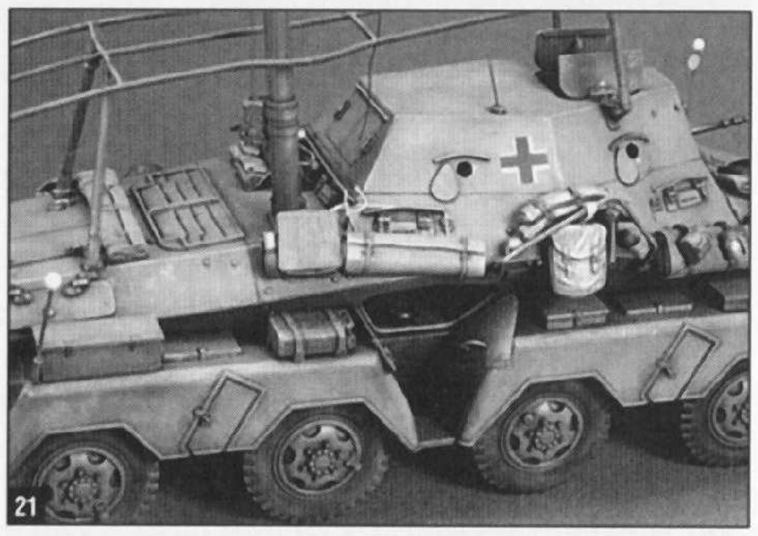


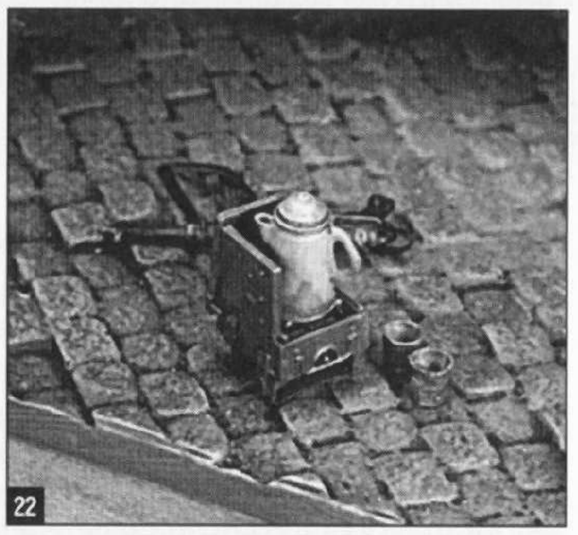
15. The front end. The weird looking hull extension is supplemental armor. 16. The jacket and hat on the front "hood" are new resin items from Jaguar. The tow chain is from H&A. 17. I go stowage crazy. The blessing of a well stocked parts box. 18. The big frame antenna. An impressive resin piece. 19. Die Teleskopantenne ist ausgefahren! Where do you put a model like this? Someplace with a lot of head room... 20. The ass end. Under that tire is a tow cable. 21. Those humongeous grab handles make a great place to stick gear. 22. The field stove comes with DML's Afrika Korps figure set. 23. The pump is a VP item.

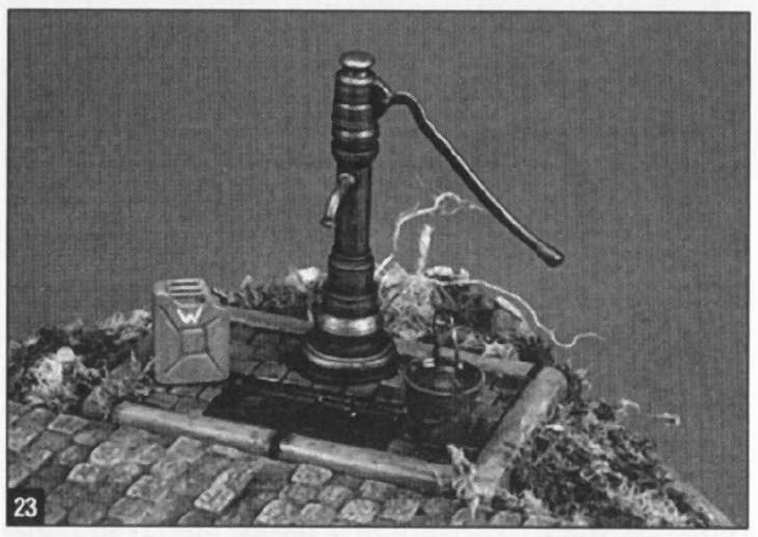












really interested, you might want to skip this part.) I studied all my photos, and here's what I found (I think). This vehicle went through many modifications during its production. The early versions of the 231, 232, and 263 had armored bulges around the vision slits, and none of those cool rain gutters over the hatch itself. (This vehicle reportedly leaked like a sieve.) Later, the bulges were removed and the vision ports flattened; it was these flat ones which sported the rain gutters. So if you're building the Tamiya 232 stock, you've got bulged slits, plus rain gutters, plus equal-size front and rear vision ports, which never seemed to coexist on the same vehicle. (Still awake?)

I scraped the bulges off the kit parts and attached trimmed-down etched visors. The other option is to cut those heavily-riveted hinges off the plastic parts and attach them to the etched hatches, but you're dealing with 16 hinges and good luck keeping 'em straight. You also could scrape away the bulges and scribe in the vision slits. I next attached the etched rain gutters and equipment hooks, and the white metal pistol port covers.

A Tale of Two Antennas

NC has thoughtfully provided a flexible resin bow antenna for the 263. It's marvelous and you can scrape away the casting flash without breaking it. Some light blowdrying allowed me to bend the forward edge downward. One of the distinguishing features of the vehicle was an additional nine-meter telescoping antenna which could be cranked skyward. NC provides a retracted white metal antenna. Suddenly, I began to swoon—what's nine meters in 1/35th scale and was it possible? I quickly realized two things; first, I'm glad I learned math; second, somebody could make a fortune by expanding the current market of metal and plastic tubing.

At a gun show in 1991, I purchased a Waffen Arsenal book on the 8-rads. This book was later translated and published by Schiffer (referenced below). On page 41 of either, there it is in all its glory—the fully extended antenna. Waffen Arsenal captions "Die Teleskopantenne ist ausgefahren" ("The telescopic antenna is fully extended.") I discovered that if my Lab is sleeping under my workbench and I suddenly shout "Die Teleskopantenne ist ausgefahren," she will jump up and bark at me. Try it at home—maybe your dog speaks German, too!

Since one meter equals 39.36 inches, nine meters equals 354.24 inches. Divide 354.24 by 35,

and the extended antenna in 1/35 scale is 10.12 inches tall, or roughly 25cm for you metric types. The length of each section can be gauged from the photo. The search began for tubing; the result is in the photos. I used everything I could find and when finished the base of the antenna was a tad larger around than it should be, but with limited sizes of tubing available, that's the way it goes. The swivels which guide the retracting cable were made from spare parts, with the upper swivels were cut from the NC piece. I also removed NC's crank housing and attached it to my new Teleskopantenne. I have a spool of very fine copper wire used in electrical insulators and used it here for the retracting wires. The free-hanging cable apparently had to be manually connected from the turret roof to the top of the Teleskopantenne before the antenna was cranked up.

In Closing, but not yet The End

I went ahead and painted the interior using Xtracolor German WWII Tank Interior as a base color, then painted the details and radios. The hull was carefully closed, then final fixtures were added. The Eduard Zusatzfrontplatte was used; this thing looks like a battering ram, but was actually supplemental armor. Wartime photos show 263s both with and without it. It's such a cool appendage it just begs to be added. At this juncture, mein funkwagen sported a total of 321 extra parts not found on the original Tamiya kit.

A Rad Paint Job

With the vision port modifications, my 263 was eligible for a number of paint schemes in a variety of theaters. I opted for pre-February '43 solid grey. The entire vehicle was primed inside and out with Xtracolor (Hannant's) Grey Primer thinned with their remarkable Fast Dry Spray Thinner. Tamiya German Grey was airbrushed next, then lightened slightly with white for airbrushed highlights.

Before the weathering began, I added GREIF 2mm clear lenses (#202A) to the four side spotlights plus a 1.5mm red lens (#201B) for the rear reflector. Kit decals were combined with VP dry transfers to create markings for Grossdeutschland. I used the later Balkankreuz which sometimes appeared on non-combat grey vehicles prior to their repainting in yellow. The 263 was then washed and weathered using artist oils, enamels, and metallics. Plenty of stowage was added, mainly from VP, with a Hudson & Allen tow chain and various parts box goodies. The standing sergeant is a VP hybrid, and the kneeling corporal is from Jaguar with a Hornet head. The field stove comes with DML's Afrika Korps figure set and the tunic on the vehicle is from Jaguar's German Uniform Set. Cuff title decals are from VP.

This project was a lot of fun. There's unlimited potential in opening this baby up, turning the wheels, etc., all of which will be easier with the rerelease of Tamiya's Sd.Kfz.232. Oh, yeah—the time thing. I spent enough time on this roject to get it done.

—Dr. Joe Porter

MMiR RECCE

Tamiya Schwerer Panzerspahwagen Sd.Kfz. 232 (8Rad). Kit number 35036. Finally back from the tombs at $24.50.

New Connection Models Sd.Kfz 263 Conversion. Suggested retail $33.95. Complete upper hull in resin, flexible resin bow antenna, and metal goodies. Kit graciously provided by the U.S. agent, Chesapeake Model Designs.

Eduard Sd.Kfz. 232 Detail Set. Kit number 35060. Suggested retail $19.99. Two frets of photo-etched parts for the Tamiya kit.

The Show Modelling Sd.Kfz 231/232 Detail Set. Kit number 012. Suggested retail $32.95. One photo-etched fret for the Tamiya kit.

ABER German Tool Brackets 1943-45. Set number 35A04. Suggested retail $14.99. Suddenly, you can't go panzering without 'em.

References

German Eight-Wheeled Reconnaissance Vehicles: Sd.Kfz. 231, 232, 263, & 233 by Horst Scheibert. Published in German by Waffen Arsenal in 1985, translated to English and published by Schiffer in 1993. Suggested retail $9.95. A most excellent reference showing the evolution of the early 8-rads.

Schwerer Panzerspahwagen (Sd.Kfz.231) 8 Rad by Thomas Jentz. Museum Ordnance Special No. 11 published by Darlington Productions in 1996. Suggested retail $7.95. Superb production notes and wonderful inside and out photos of the 231 at Koblenz. Includes schematics and scale drawings of both the vehicle and the engine.

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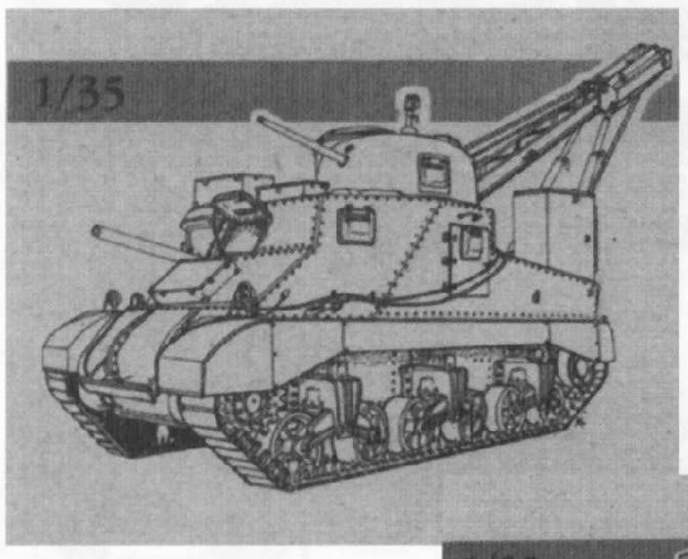

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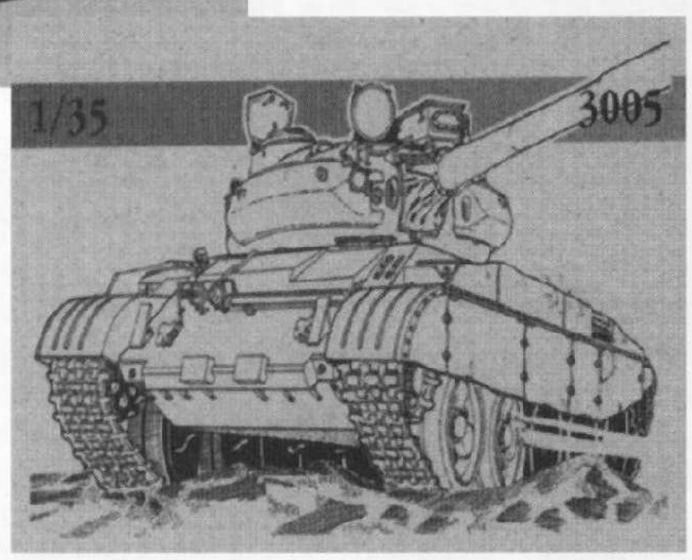

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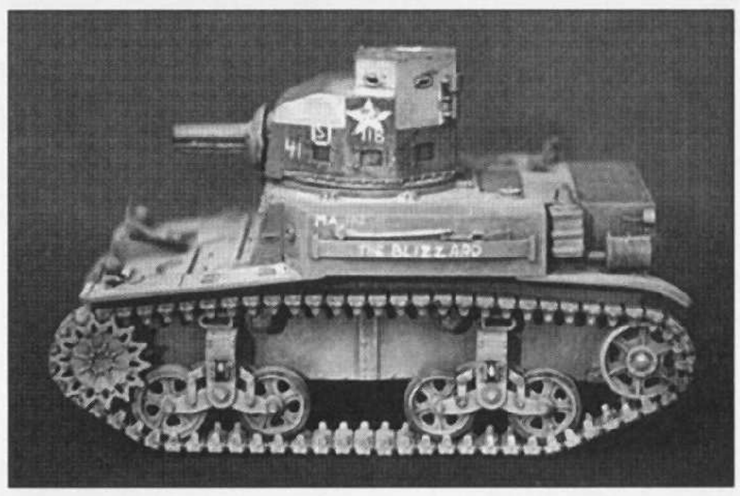

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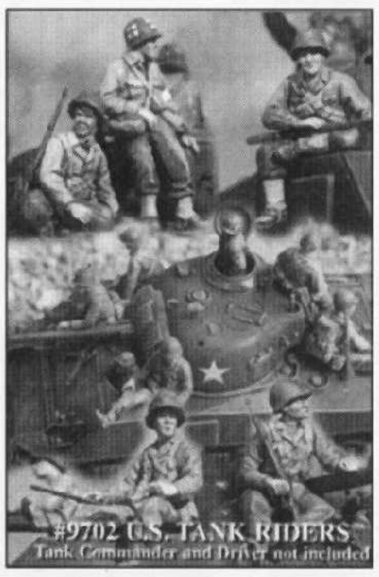

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The Ultimate Sherman

The Israeli M-51 HVSS Super Sherman

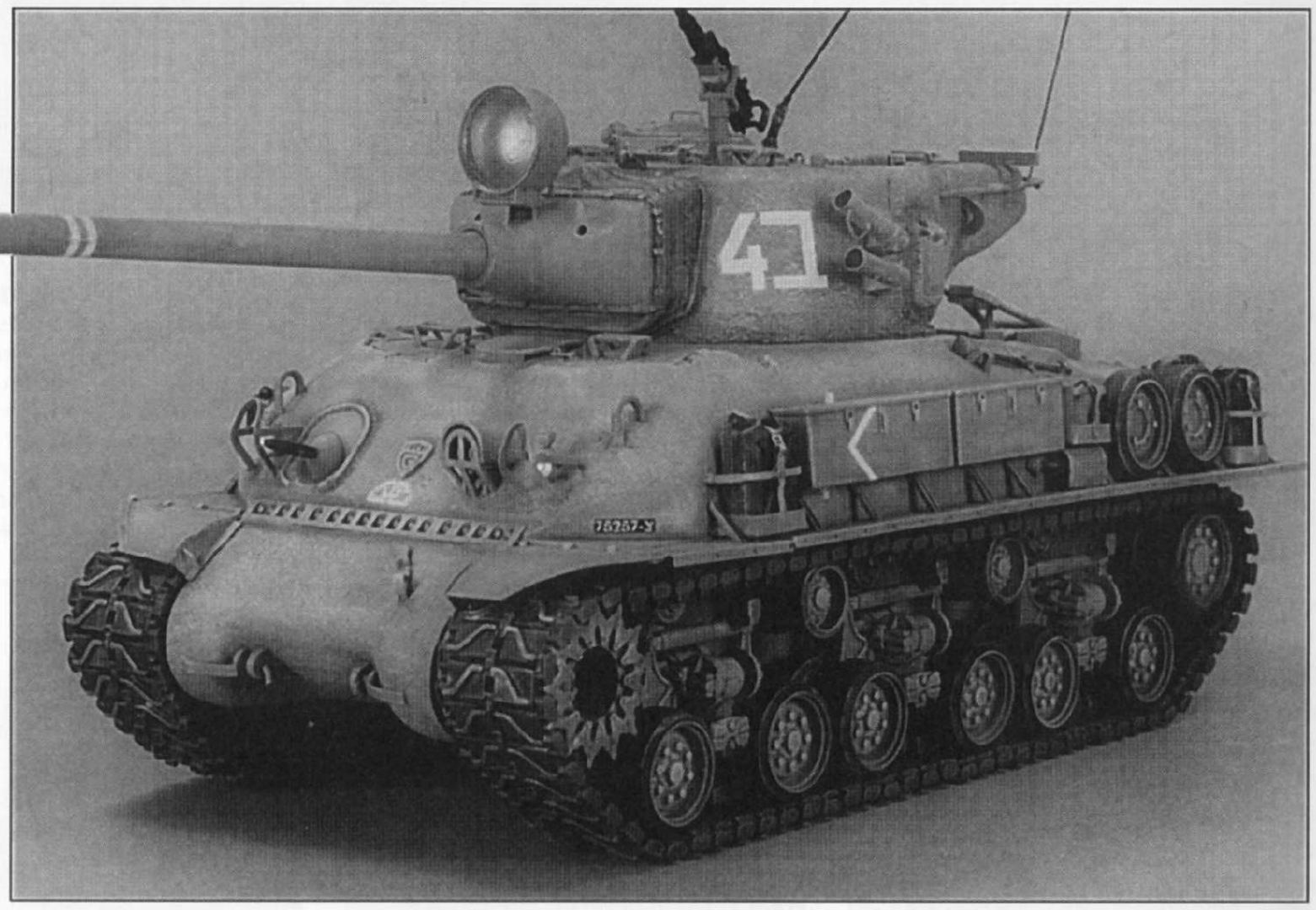
As our wish list grows smaller it seems that our choices become harder. The long awaited release of the Hellcats really caused quite a commotion in model land. Now the folks at Academy and DML are doing it to us again in the form of the long awaited M-51 "Isherman" or "Super Sherman."

The M-51 was developed as a response to Israel's Arab neighbors being armed with the latest Soviet tanks like the IS-IIIm, T-54 and T-55. The M-51, was intended as an interim solution due to the cost of procuring a modern equivalent.

By combining an automotively improved Sherman with a modern tank gun, the Israeli army was able to field a very potent yet inexpensive weapon that was capable of competing with its modern adversaries.

The T-23 turret proved roomy enough to mount the excellent French designed D105 L/44 105mm rifled gun which was later designated D1504. The D1504 fired a shaped HEAT round and was a revolutionary concept in that ball bearings were retained in the rifled grooves in the barrel. When the shell is fired, the ball bearings rotate while the projectile travels through the barrel. A muzzle velocity of 1000 meters per second (!) allowed the M-51 to penetrate 300mm of armor at acceptable combat ranges. At last the Sherman had a punch!

New life was breathed into the M4A1E8 in the form of the Cummins 460 hp V-8 diesel engine coupled with a more reliable transmission and steering mechanism. The HVSS suspension was beefed up to handle the increased weight which now topped out at around 39 tons. The fighting compartment layout was improved by rearranging the ammunition stor-



age and the large battery charger was replaced with a externally mounted dynamo. A new larger travel lock was relocated to the rear of the vehicle. Also included in the modification package was the addition of permanent storage bins, Jerry can holders, spare bogie wheels, a revised engine deck and an externally mounted field telephone.

The M-51 saw its first action in the 1967 six-day war, where it was able to combat the Soviet tanks on relatively equal terms. It also proved itself worthy in the 1973 war where it reportedly engaged the newer T-62 successfully.

We will be using the same comparison criteria as we did with the Hellcats with the exception of item #5 (interior) being that neither kit has one. We've left off the points this time around and allowed either author to compare as he went along.

To further spice things up a bit we used the excellent Aber M-50 detail set on both kits and Aber's fender set for the DML kit. It is a little easier to use it on the DML kit because the fenders are separate. We realize that this is more of a detail project than a traditional review, but who says we gotta be traditional. Besides, brass looks cool. However, both of these kits would build into fine models right out of the box.

First impressions: The DML kit

The kit looks intimidating at first glance due to the shear number of parts. Most of them make up the suspension and tracks. Your parts box will benefit with the purchase of this kit. The box is bursting with parts—well over 700. The kit includes sprues from their other Sherman kits including a complete M-50 turret. Also included is a small fret of photo-etch, a clear lens for the IR searchlight and sheet of water slide decals. Unfortunately, neither stowage nor tow cables are included. I don't really understand how it is that DML will gladly reproduce whole sprues so you can have a part or two, and still leave out things like bedrolls or tow cables.

Accuracy

The kit scales out when compared to published drawings. The suspension looks good, but is a little less detailed when compared to that of the Academy kit. The D1504 main gun is well represent-

ed and looked to be much closer to scale than the Academy. The rear engine access doors are suspect. On the real vehicle a spacer was added which pushed the doors further outward allowing adequate clearance to the new engine's fan belts.

The front glacis is a little simplified in the area of the driver and co-driver's vision ports. They lack the prominent upward flaring protrusions. This is represented on the box art, but not on the kit.

I was impressed with the way DML handled the cast texture on the hull and turret. It looks very convincing. "Not too shabby."

Quality

The kit quality is right on par with what we have come to expect from DML. There are no sink marks present and the fit of the major components is good. The instructions are very clear and concise.

Options

There is nothing to speak of in the way of options. Like other DML kits you are left with a plethora of left over parts, which is a happy thing. I would have liked to see the inclusion of a little stowage, but I'm splitting hairs.

Suspension & tracks

This is the area where you will spend the most time. DML has provided a new lower hull which eliminates the need to drill suspension mounting holes for the bogies. However, this appears to be a partial fix. The instructions have you remove two bolts from the backside of each bogie to provide a level mounting surface to the lower hull. The problem is that the mounting surface is too small and doesn't offer positive location. You still have to perform an alteration to get the end result.

I attached the units using tube cement which allowed time to position them on a flat surface. Once they dried I gave each joint a dollop of superglue from the bottom side. You may want to reinforce these with plastic card. I didn't and I had one come loose during dry brushing.

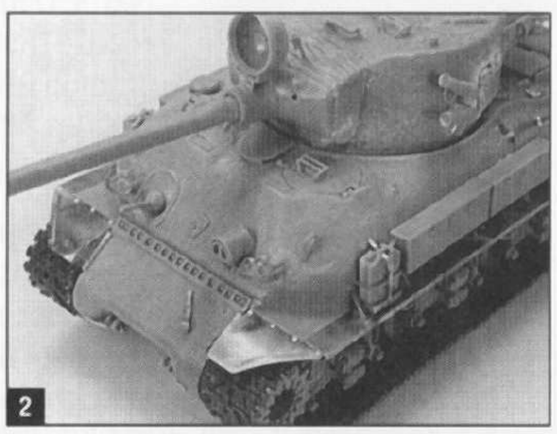
The link to link tracks are time consuming to clean up, which may put some modelers off. However, the fit of the links is nice and tight which makes them very easy to work with. It took me about four nights to clean and assemble the tracks.

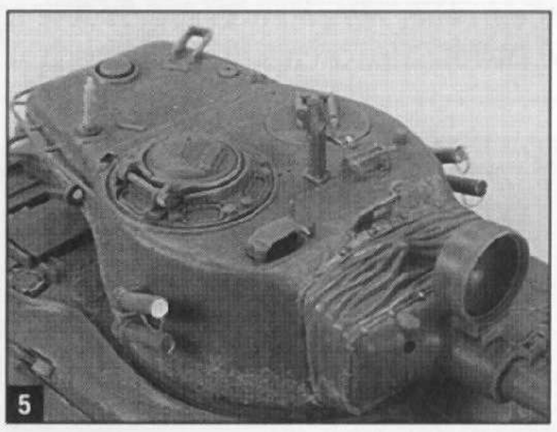
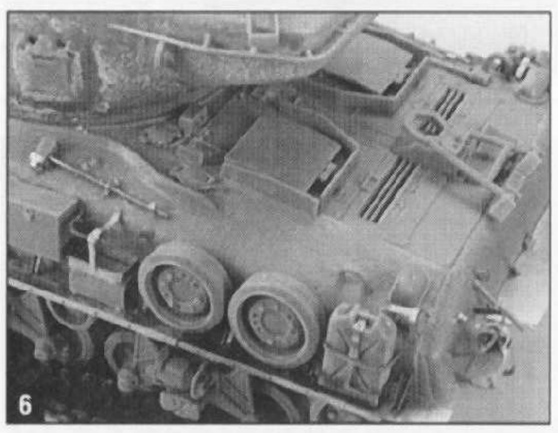
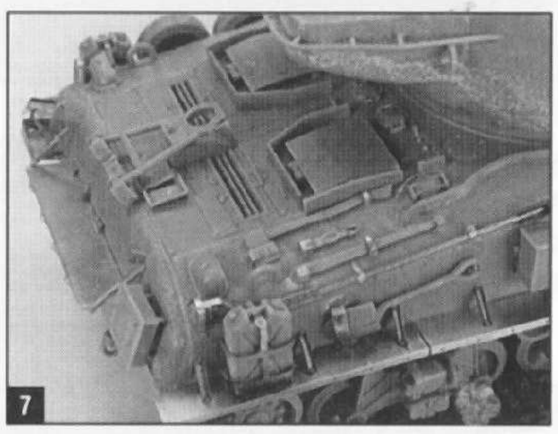
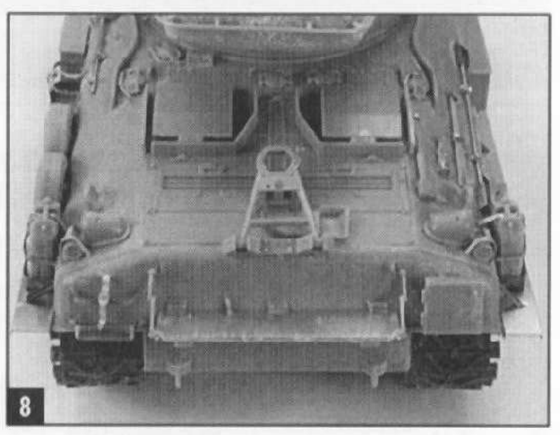
Upper hull

The fit of the major hull components is excellent. I did have a little fit trouble with the bolt pattern on the transmission housing (#J23). I mounted mine low and did not notice until it was too late. Someone who was paying attention would probably need to use filler. OOP's!

The smaller details are well represented and can be used right out of the box. The inclusion of the small photo-etched fret, which includes brush guards and screens for the grouser storage, is a nice touch and makes this kit even more appealing.

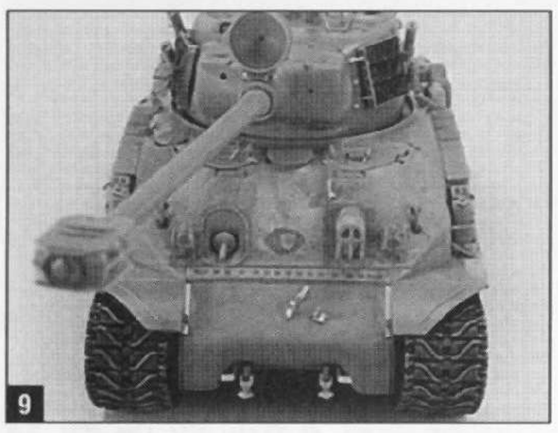
The fenders supplied with the kit are, in my opinion, better than the Aber after market set. The Aber set is nice, but is a lot of work. In addition, the

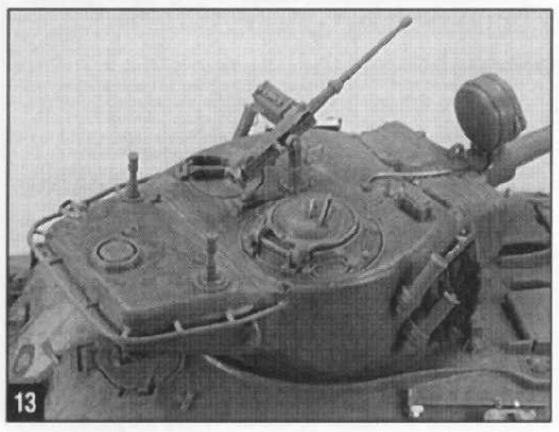
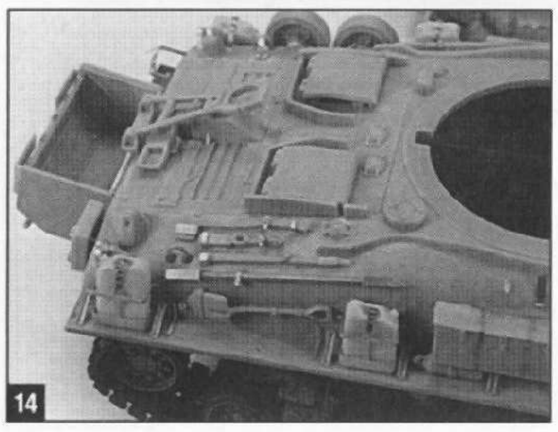


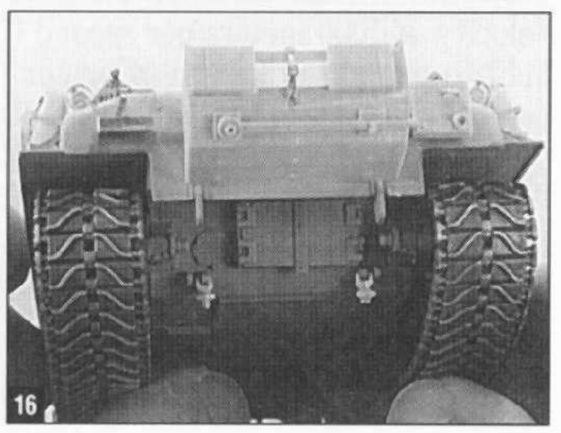





THE DML KIT: 1. The front end. I added bolts along the front edge of the fenders. 2. The Aber fenders are quite noticeable here. 3, 4. I like to leave the outside roadwheels off for painting. This helps me get into all those nooks and crannies. 5. Close-up of the turret. The sculpted gun cover was well done. The antenna base is a VP item. 6. Rear deck and hull side. The Aber parts really start to show here. They really dress up this part of the model. 7. More of the same on the right side. I replaced the crow bar with brass rod. 8. Rear end. I left one gas can holder empty to make it look a little more interesting. Note the profusion of etched chains for the gas caps.

THE ACADEMY KIT. 9, 10. The front end. I thought the casting logo was too low, so I raised it a little. The Aber tow cable clamps are spiffy. 11, 12. Right and left views of the model. I like to paint the suspension first. The rear most gas cans are resin replacements. The vinyl tracks don't quite sit down like link to link. 13. The turret roof. I had a tough time figuring out where that wire for the search light went. 14. The back end. I also replaced the crow bar with brass. The Aber parts fit both kits equally well. 15. The rear end. The back stowage rack is a somewhat more developed part on the Academy kit. 16. The rear engine doors are correctly spaced.





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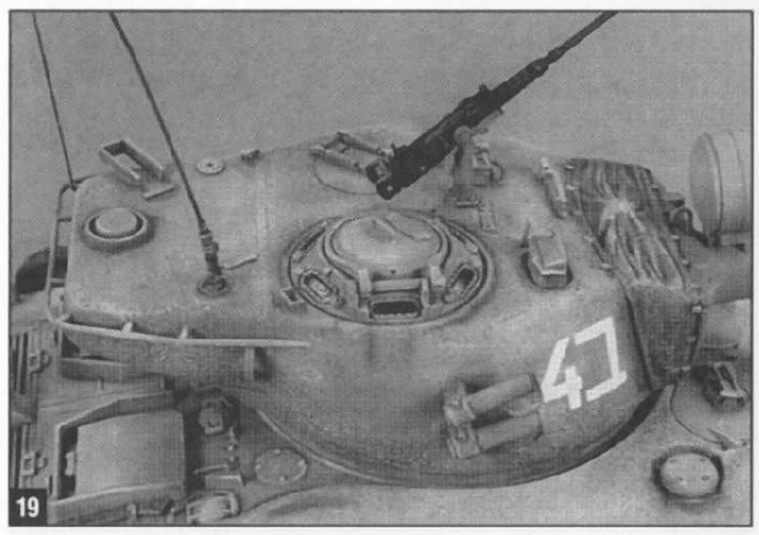
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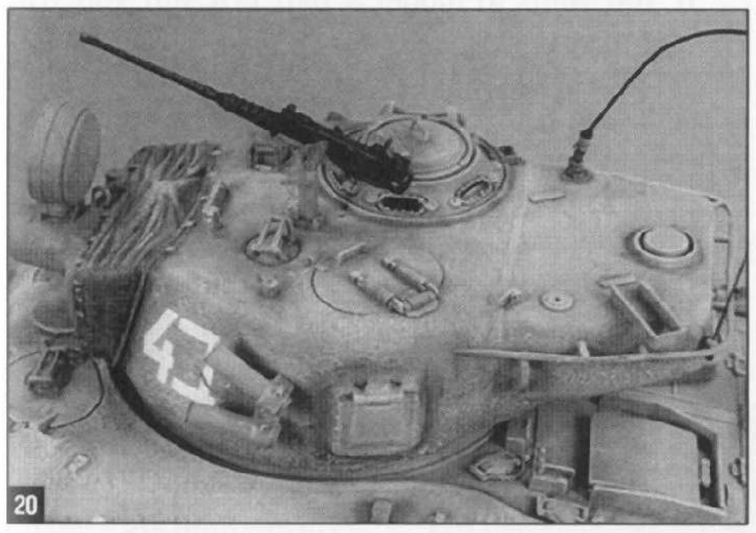
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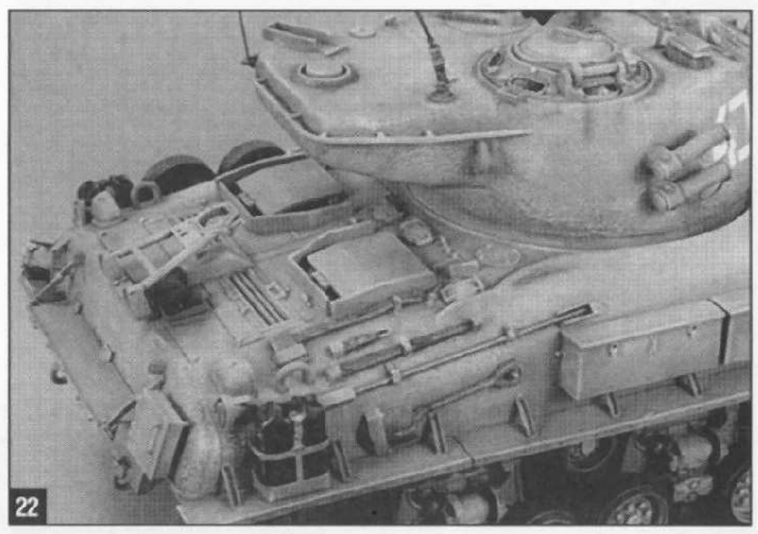
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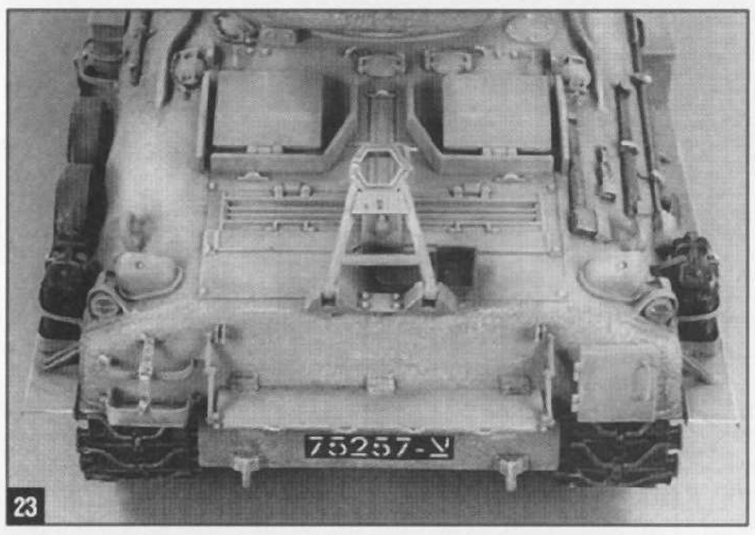

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THE DML KIT. 17, 18, 19, 20. The finished turret. DML supplies a nice clear lens for the searchlight. I painted the interior of the housing silver. The kit decals went down with no trouble and a minimal application of setting solution. I really grooved on those teeny Aber etched chains around the smoke launchers. For the commander's vision ports, I first painted them black, then carefully added gloss to the area. The cast detail on the turret has been questioned by some of my fellow modelers, but it looked great to me. 21, 22. The back deck. Don't forget that Israeli gas cans are actually made of rubber. Paint 'em black! 23. The engine deck. DML did a good crisp job here. 24. Rear profile.

Aber fenders are too wide as is evident in the photos. A note to the builder. If you choose to use the Aber fenders, be sure to use the kit fenders as a template for the location of the fender supports.

Turret

The turret is very well done and features a respectable cast texture and a canvas cover for the gun mantlet. Seam work was required between the upper and lower turret halves, as well as the canvas cover. No big deal. The main gun is made up of no less than seven pieces with five of them making up the muzzle brake. The completed assembly looks every bit the part and is the best offering to date.

Nothing is supplied for the IR searchlight's power line. I have conflicting information on its mounting and location, so I left it off until I get more information.

Markings

The only markings are for a vehicle from the Zippori Brigade under Ariel Sharon, Sinai 1967. A coat of Testors semi gloss was applied with an airbrush prior to applying the decals which worked very well with a minimal amount of setting solution. Small sections of white are provided for portions of the tactical chevrons that are covered by the external storage bins. This seemed more trouble than it's worth, so they were hand painted.

Overall

This is a fine kit. It is more complex than the Academy due to the number of parts, which may or may not be a factor for modelers when deciding which kit to buy. A very good model can be attained out of the box with a minimal of extra detail work. You can't go wrong with this kit.

The Aber sets

Even though the set used is for the M-50, it was very useful and helped to enhance the detail. Aber's illustrations are very good, but be careful as things tend to get lost in the English translation. Make sure you study everything carefully. I didn't do this and failed to understand that you are supposed to use a ball point pen to form the stiffening beads on the front fenders. Holy brain fart Batman, my stiffys are going the wrong way. OOPS AGAIN!

You really get a lot of beautiful brass for the buck. If some sicko out there chose to use all the parts provided, this project could take a life time. Don't laugh out there. The parts remove from the fret and clean up with less hassle than other manufacturer's sets. Once annealed (heated, then allowed to cool), the brass bends very easily and the level of detail is very impressive. Check out the chains. The only negatives that I can see are the width of the fenders, which are a little too wide, and for me, some of the parts they would have you build border on insanity. But then again, I've been there! To me photo-etch is a matter of application, use what you need.

A word on paint

There is no out-of-the-bottle color that I know of for Israeli Sinai Gray as it is sometimes referred to. You will have to mix your own. The color is actually light tan-ish gray, almost like a light khaki drill. Using the instructions-recommended color mix would work, but try finding Gunze paint when you need it. I used a mixture of Aero-Masters mid stone and a touch of RLM 02 interior gray. The color really varied so there is no set rule; it's a matter of taste. I used a mix of 95% mid-stone and 5% RLM 02, for those of you who like to measure.

I used a wash of raw umber and van dyke brown oil paints, which were thinned more than usual. With a lightly colored vehicle it is very easy to go overboard and darken the whole tank much more that you'd want. Subtle is the word here.

—Nick Vanston

First Impressions: The Academy kit

Once I got past the cool box art with the spare road wheels on the wrong side, I found a nicely molded turret and hull. There were finely molded casting numbers and to my surprise, HVSS fenders that were molded with the hull. I was going to use Aber photo-etch fenders but the detail was so nice on the plastic fenders I decided I would leave them as is and just thin them out. I did use the photo-etch fender braces, which in my opinion are a must. The bogie trucks were equally impressive with casting numbers as well.

The one-piece vinyl tracks looked as good as vinyl tracks do. The guide horns are open on the top, but should be open on the sides as well.

Academy included a couple sprues from their Tank Supplies Set 1 which provided the Sherman pioneer tools, U.S. style gas cans and various other oddities, such as U.S. style packs, .30 and .50 cal ammo cans and tripods, as well as inappropriate 75 & 76mm rounds and crates. But hey... they call me Jimmy and I take all they gimme.

All in all the kit was quite impressive and the extra parts were a plus, not quite like all you get with the DML kit, but enough to bring a smile.

Accuracy

Israeli Sherman's to me are one of the most difficult tanks to keep track of. There has been a multitude of modifications over the many years in service and there seems to be very little photo reference to show it.

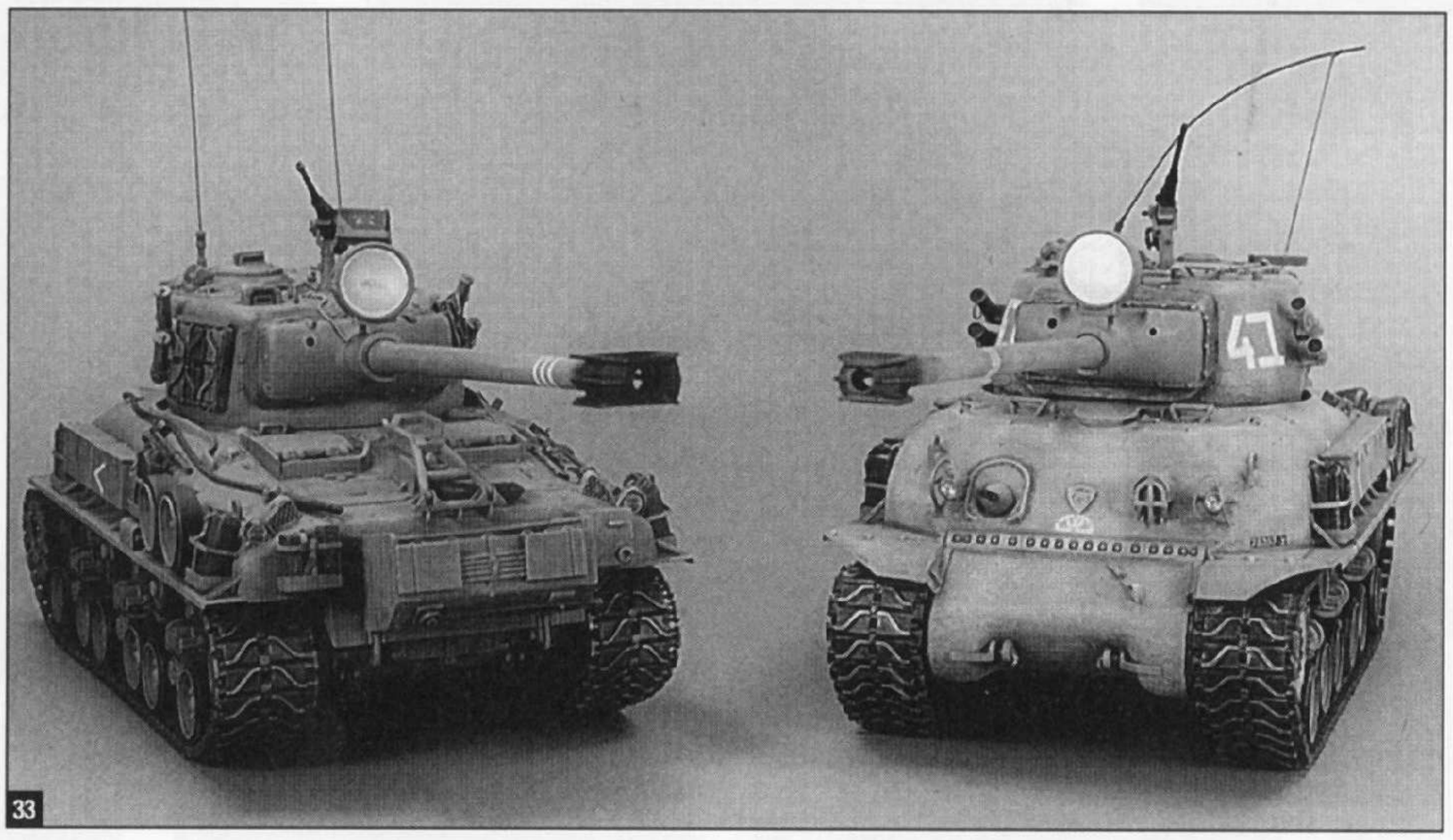
Because Academy supplied the late turret mounted infantry mortar mount and late style rear stowage bin, I decided to model a late variant. The down side of doing the later version was that I could not use the kit-supplied figures with U.S. football style tanker helmets.

A few of the differences between the two kits that I noticed are: Academy's turret is smaller than DML's. Academy's gas filler caps appear undersize compared to DML's but on the other hand, DML's pick ax is way too small compared to Academy's.

Academy has correctly molded the spacer on the lower rear hull plate where the engine access hatches attach, part no. D20. This was needed for pulley and fan belt clearance with the Cummings VT8-460 diesel V8 engine. This detail is missing on the DML kit.

DML modeled the upper rear cast hull extension, which Academy did not. I do not believe that all M51HV's had this extension but Verlinden's *War Machines* shows two at Latrun with it.

The muzzle brake appears to be a touch oversize, but not much. The tops of the hull sides are a bit sharp and I spent some time rounding them off.



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Kit Quality

I think Academy did a good job on this kit although it does have its annoyances.

The kit assembles well and a pretty nice kit can be built right out of the box. I especially liked the way the rear hull went together above the engine access doors. Most Sherman kits need a lot of panels and gaps filled in here, but not this one.

I like the suspension, too. It assembles well, looks very good, and attaches to the hull a whole lot better than DML's.

The instructions are not helpful when it comes to discerning between the early or late variants, actually... they are bad. Good references are a must as with most kits these days. One area of concern is with the exhaust outlets. More on this later.

A rather large gap... or should I say a huge gap, is located at the base of the mantlet. More on this later, as well.

Options

The figures supplied in the kit are not too bad, the poses are natural and the faces are detailed. There is a seam to remove on the helmets though.

No tow cables or tow cable ends are provided. This would have been a nice addition to their Tank Supplies Set 1.

The option of building an early variant and a late variant are possible because of the late turret mortar mount and the early or late rear hull stowage bin. This is where it stops though, as there are no other fittings for the latest variant. Early and late exhaust options are offered.

Academy did not provide a M50 style square tube travel lock, which would be needed on the early M51 variant.

Academy has you remove two bolt heads on the lower hull where the bogie trucks mount in order to fit the HVSS trucks. Is it possible that there will be future Sherman kits with VVSS suspension?

No clear sheet is supplied for the mantlet mounted searchlight lens and no cable is provided either. Academy gives you the options of having the periscopes and covers either up or down. A total of eight periscopes are provided.

You are given a choice between two different style drive sprockets. The instructions do not offer any assistance on which one to use. The solid type sprocket is probably more appropriate.

Suspension & Tracks

The bogie units look good and they assemble well. The road wheels are low at the center seam and it took sanding to remove them. I left a small part of the seam on one of the spares to represent a new wheel. This seam is prominent on a real Sherman.

If I remember right, the left rear bogie needs to be moved back a small amount to keep it from touching the road wheel in front of it.

The Hull

I added the missing fitting for the coiled barbed wire stowage on the front of the glacis and this was made with styrene sheet stock.

The foundry emblem was molded too high on the glacis so I removed it and replaced it with one from an ESCI M60 turret.

The auxiliary generator muffler, part no. D7, is backward in the instructions compared to references I have seen.

The kit comes with a piece of mesh for the grouser stowage covers or (vents) at the rear of the upper hull. I used the Aber photo-etch parts for this detail but they had to be cut to fit. I also mounted them backward on purpose; they do fit either way as reference photos show.

I added the large tube mounts for the extra road wheels that are missing in the kit using styrene tube. The toolboxes are not supposed to be the same size. The rear boxes are smaller than the front. DML got theirs right.

I am not sure if the armored doors over the air cleaners on the engine deck are supposed to have one hinge or two, but Academy has two per hatch and DML has one. I used tow cable ends from Hudson & Allen and cable from model ship rigging.

I left the rear side off of the large late stowage bin, part no. C8, using Verlinden's photo of the M51 at Latrun as an example. The mounting of this was not correct in the kit and I added some round tube mounts from styrene rod. The outer brackets, parts C10 and C9, are for stowing the gun cleaning rods. The rods provided on the Academy Tank Supplies Set #1 sprue were too thick to fit inside so I used styrene round stock instead.

If you want to model a 1967 era M51 you will need to use the exhaust, part D24, placed at the lower left corner of the rear hull plate. A later variant will require that this exhaust be omitted and instead, the upper engine deck exhaust will be used, part no. D26 and D27. If you model the early M51 you will not need the upper engine exhaust and you will need to remove the locating pin and fill in the thin panel that was removed when the exhaust was put in. A very thin piece of sheet styrene and a little putty should do it. Check those references.

Unfortunately, the Jerry cans are molded with the brackets. I carved off one of the brackets to see if they would fit the Aber photo-etch brackets but they were too big. This prompted me to get a set of separate cans. The cans I used are by VP. The U.S. style towing lugs did not fit far enough onto the lugs on the hull, which gave them an unrealistic look.

Turret

I suppose I should get right to the large gap at the front base of the mantlet, part no. D51. This part is not wide enough to reach from turret side to turret side, so I cut it down the middle and filled the gap. Someone must have had their head up a deep wading snorkel when they did this one.

I added a few gun mantlet cover mounts to each side of the turret with styrene flat stock. The muzzle brake goes together nicely. It appears to be too big although not much; I reshaped mine a bit.

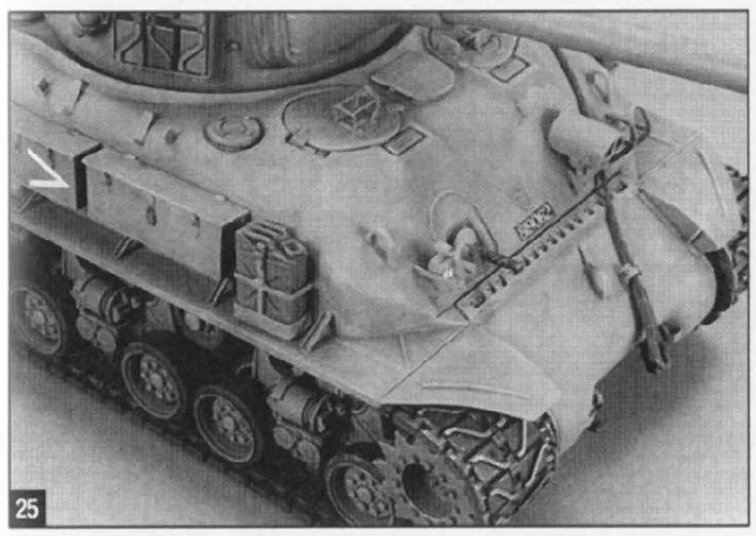
I felt the shell ejection hatch on the turret was a bit too far forward which gave me a little trouble fitting the track rack and smoke launchers. This hatch also set too far out from the turret side. I sanded it down quite a bit so it would sit more flush against the turret.

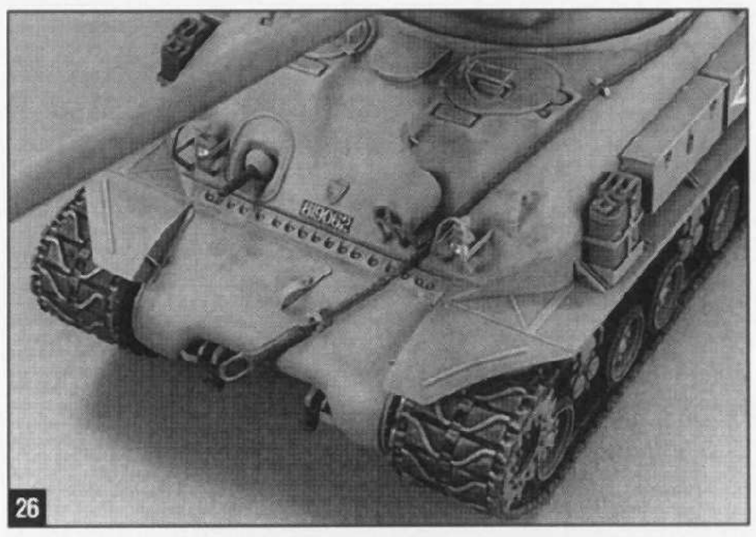
I used drawings from two of Vasko Barbic's articles in Military Modelling Magazine for the routing of the search light cable. I could not find any photos of this detail.

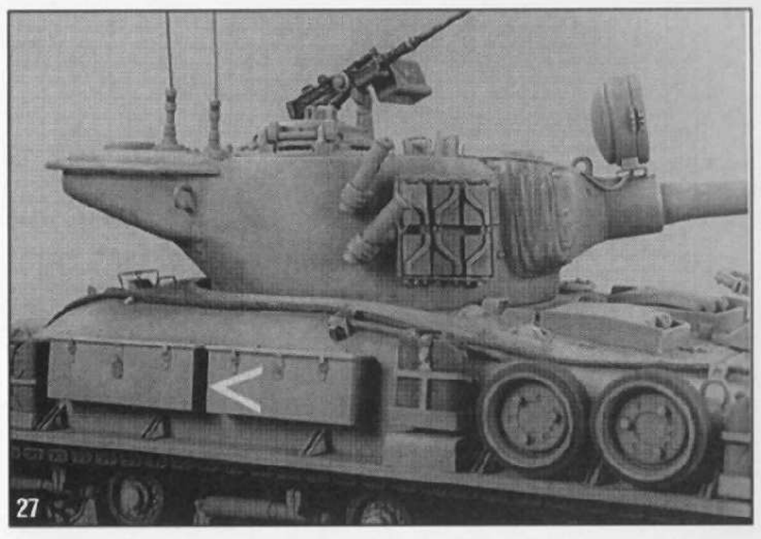
There are two ejector pin marks inside the search light that need to be filled and believe me this was not easy.

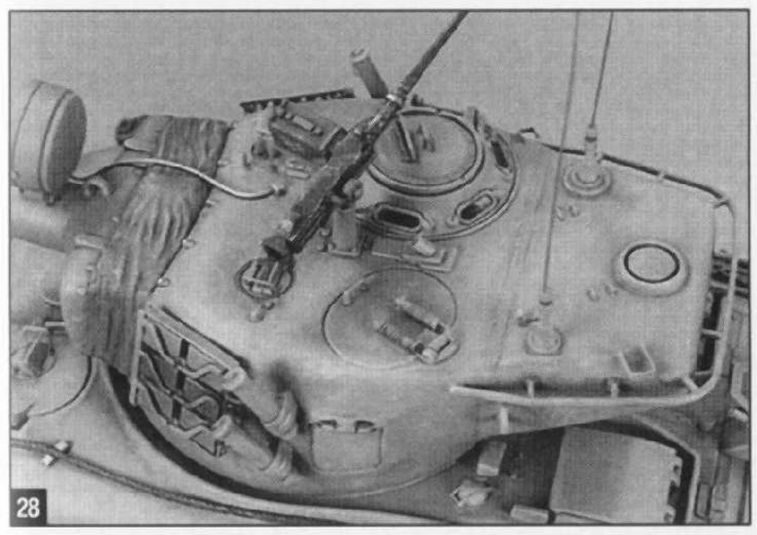
I used Aber's photo-etch turret mounted track racks with DML individual links instead of the kit part.

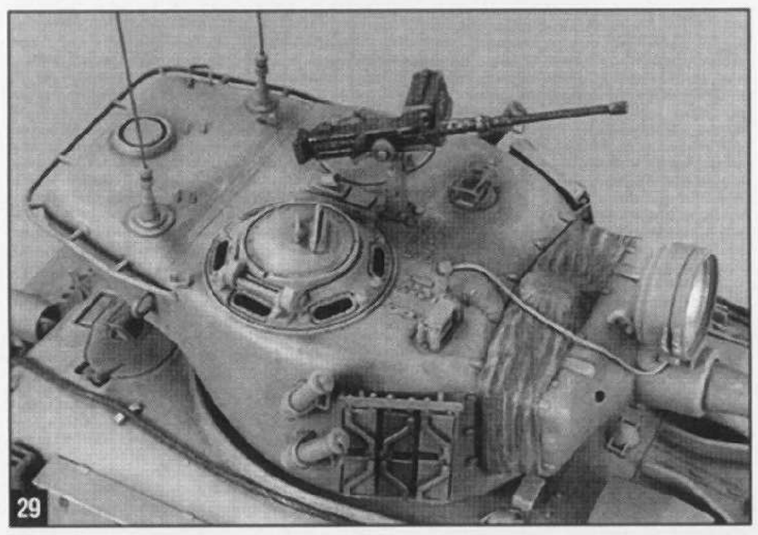
From the references that I have, the .50 cal. mg was omitted on the late variant and a .30 cal. Browning was mounted on the right side of the turret near the commander's cupola. I imagine the .50 cal. would interfere with the mortar mount in the center of the turret.

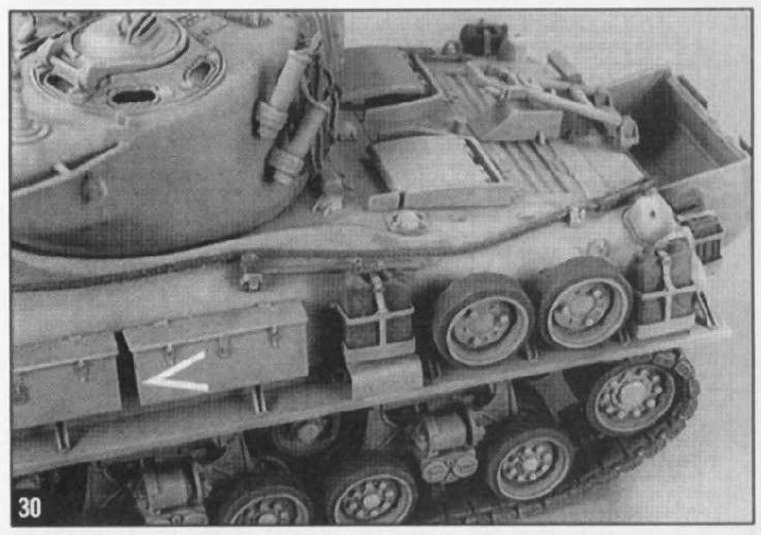


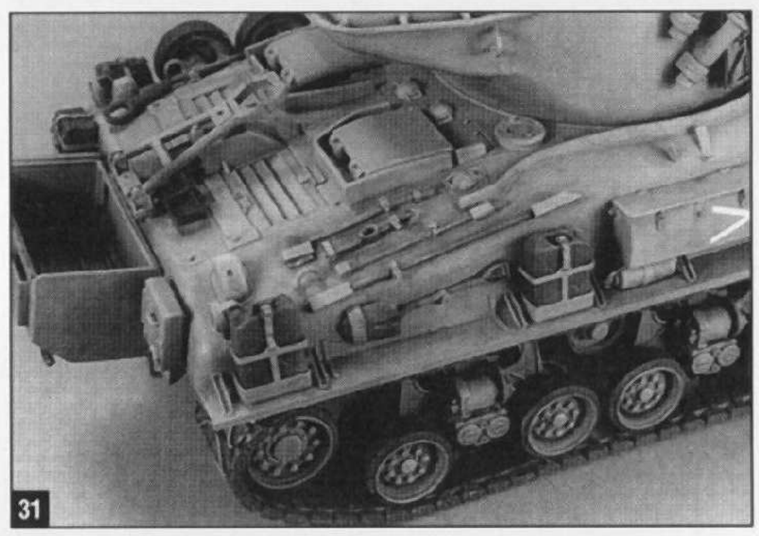


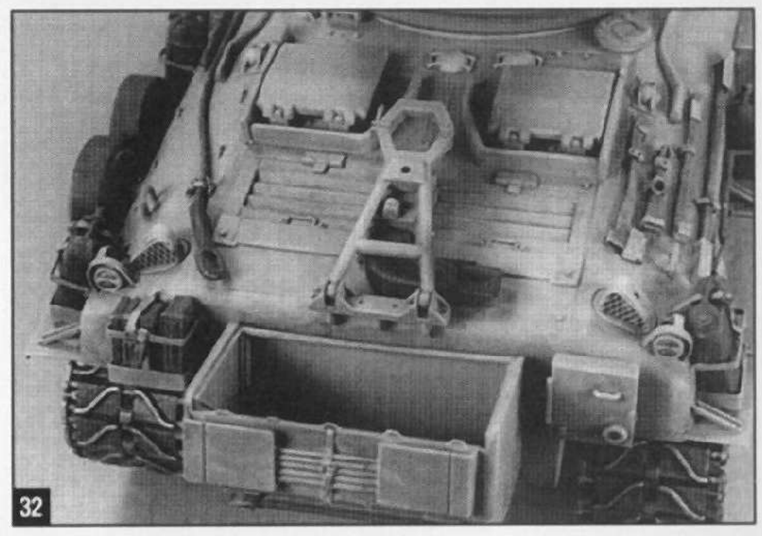












THE ACADEMY KIT: 25, 26. The finished front end. I snuck #111 MV lenses into the front headlights (shhhh!). 27. The hull and turret side. The spare track holder is an Aber brass item. Also note the latches and locks on the side stowage boxes. 28, 29.The turret roof. Everything ended up looking very nice. The casting numbers are especially worthy. 30, 31, 32. The back end. The tow cable is model ship rope and an H&A cable head. That big gear rack craves all kinds of bags and ammo boxes. M51's in the field are typically crammed with extra outside stowage. Academy supplies a few things that are appropriate. 33. Both finished kits; the Academy kit on the left and the Dragon kit on the right (yes the tracks are on backwards).

Photo-etch

Aber's photo-etch set for DML's M50 Sherman was adapted to this kit. Many of the parts fit well and I tried to mention any modifications that were made to them. I plan to keep a couple of these sets on hand for other Sherman kits, as there are many tie-downs and buckles to add to the parts drawer. The small chains for the smoke discharger caps and the spare track racks were especially nice.

Markings

The decals provided in the kit are nothing to get excited over. A few barrel bands, a couple chevrons, some Israeli registration markings and a pair of unit markings. My biggest complaint with the decals is that the background is white and so are the decals. No big deal right? Well... it is almost impossible to see them in order to cut them close to the edge. Have fun.

I pretty much used Nick's paint formula for my model, but my mix turned out a touch darker. I also washed and weathered essentially the same as Nick did.

Overall

Overall, I really enjoyed building this kit. I have wanted to build one of these Sherman's for a long, long time. I do not know if the DML kit would be a better way to go or not. You do get more spare parts, but there would be a bit of correcting going on with that kit as well, and many of the late variant parts are not included.

If you want an earlier, more complex kit with individual track links, then I would consider the DML kit. If you want a simpler build with single length vinyl tracks, then this could be the one. The deciding factor may be with the late model options, although these could easily be scratch built.

I made a few modifications to this kit, like raising the turret counter weight, rounding the upper hull side radius, a small modification to the rear hull stowage bin, I shortened two of the side mounted tool boxes and added after market tow cable ends, Jerry cans and MV lenses. So... if any of this shows up in the photos you will know where they came from. There should be a few more mods as well for the late variant, but time was a factor. I will add a stowage box to the right rear of the turret counter weight, which is shown in the Verlinden book. The tie-down bar will have to be cut away for this and I will make a mount for a .30 cal on the right side of the turret. I may have to modify the engine deck as well. Oh yes... I will definitely add a set of DML's individual track links. Enjoy!

—Barry Beaudry

MMiR RECCE

Academy Minicraft IDF M51 Sherman. Kit Number 1373. Suggested retail price $32.00.
Dragon Models M51 Isherman. Kit number 3529. Suggested retail price $31.98.
Aber Fenders for Sherman with HVSS Suspension. Kit number 35 A34. Suggested retail price $11.50.
Aber Israeli M50 Super Sherman detail set. Kit number 35034. Both etched sets graciously provided by the North American importer, Air Connection. Suggested retail price $11.50.

References

Sherman A History of the American Medium Tank by R.P. Hunnicutt, Presidio Press 1978. ISBN: 0-89141-080-5. Surprisingly brief coverage of the Israeli stuff, but it covers all the basics with a few good photos.

Tank Battles of the Mid-East Wars (1) The Wars of 1948-1973 by Steven J. Zaloga, Concord Publishing 1997. ISBN-962-361-612-0. Lots of other stuff, but a few good shots of our buddy.

Armour of the Middle East Wars 1948-78 by Steven J. Zaloga, Osprey-Vanguard 1981. ISBN: 0-85045-388-7. This book contains only one photo of the M51, but it's pretty good. It shows an M51 fully stowed during the 1967 war.

Warmachines No. 4, Israeli M4 Sherman, Verlinden Productions No. 0555. Tons of full color photos of all the Sherman based vehicles used by the IDF. Excellent!

Military Modelling Magazine July 1984. Article on the M51 by Vasko Barbic. Photos and line drawings.

Military Modelling Magazine August 1986. Article on the M51 by Vasko Barbic. Photos, line drawings and a model.

Mini-Men

A Look at What's New on the Figure Front

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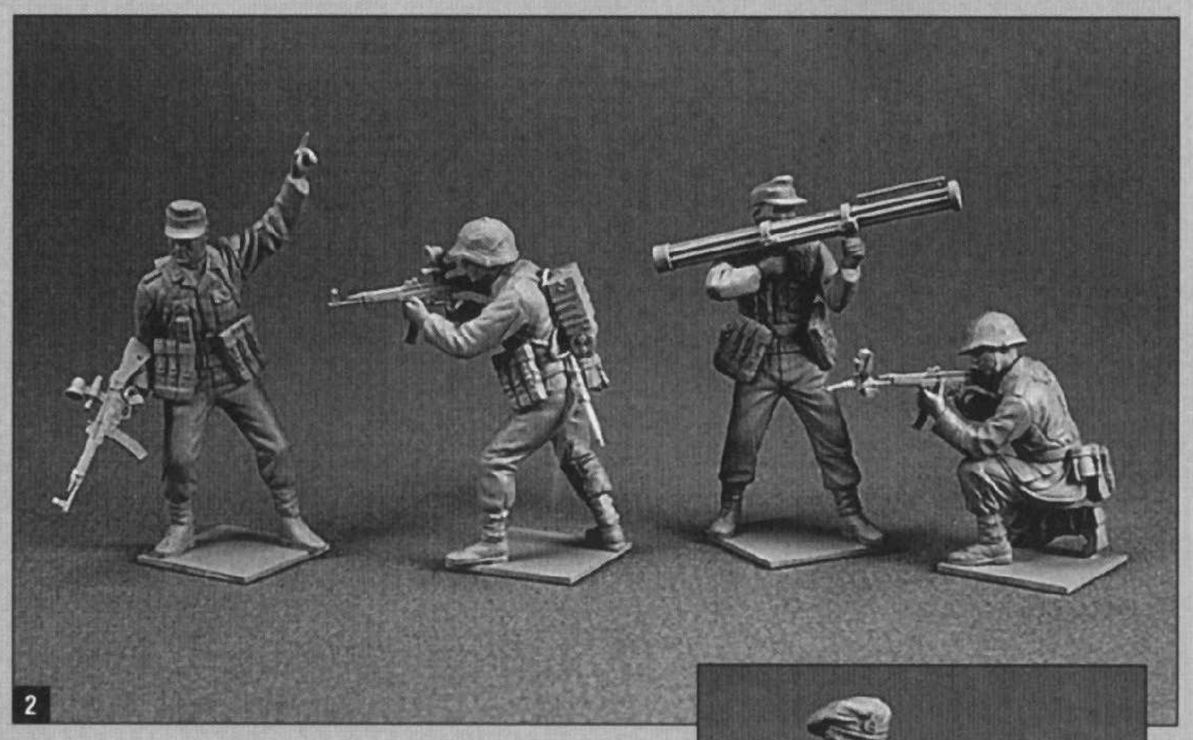
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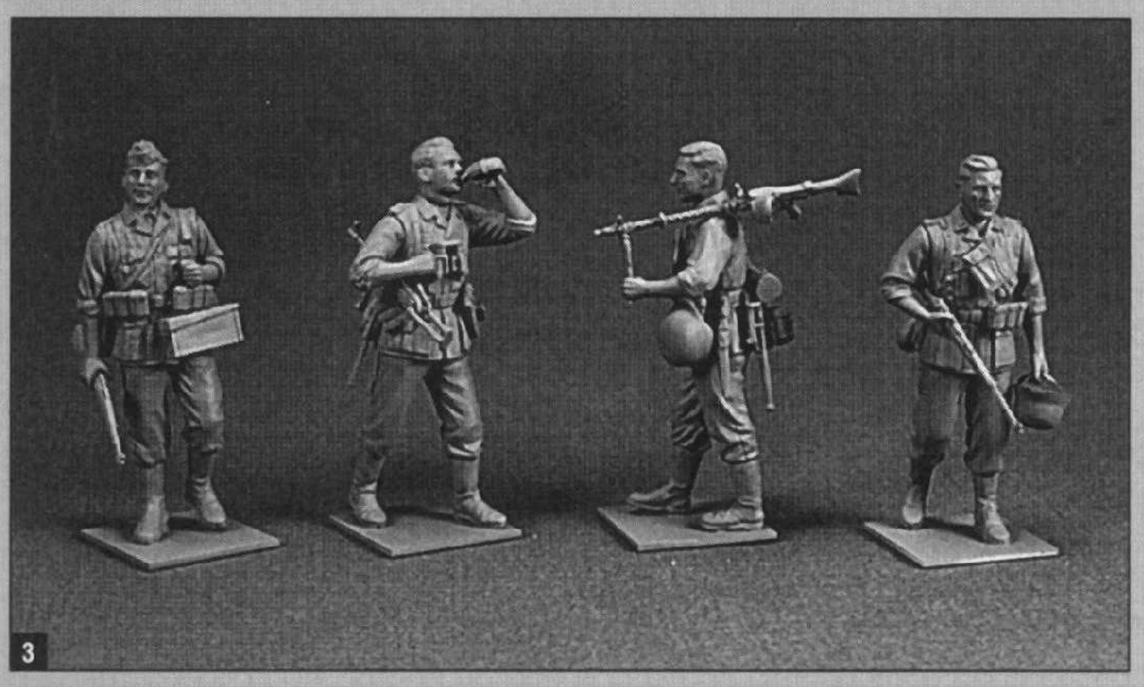
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DML

DML is starting to sneak in some very interesting stuff as of late. First up is **6088, Kampfgruppe Peiper (1)** and it depicts Joachim Peiper and his staff during the Battle of the Bulge. This is the first of several personality sets we expect to see from DML and if this sets the precedence, then we've got a lot to look forward to. The main dude is a pretty good likeness and he sports a cigarette in one hand and his gloves in the other. At least one of the other cats can be identified by his garb and that is the one in the sheepskin jacket. He is SS-Sturmbannführer Josef Diefenthal, commander of III.Btl. SS-Panzergrenadier-Regiment 2 which was attached to Kampfgruppe Peiper during the battle.

The other guys are more difficult, but they all are dressed typically for this period. We especially like the guy in the rain coat. This goes together well and is quite convincing.

Next up is a weird one. **6089, Nachtjäger (Berlin 1945) (2)** is a bit of fantasy trip and it depicts a four-man team armed with all the very latest in Third Reich fashion. Three of the four tote MP44s and of those, two have their weapons supplemented with Infra-red ZG 1229 "Vampir" sight units. This is complete with the back-pack mounted power supply and the unique gas mask canister containing the battery(?). Actual use of these is sketchy, but some 310 of them were said to have been delivered to the troops.

One of the intrepid "Night Hunters" is armed with a "Luftfaust" which was a shoulder mounted anti-aircraft RPG. It fired nine little rockets and had an effective range of about 300-500 meters. It would take one ballsey moe-foe to face an aircraft with this thing! Again, its use is sketchy, but some are said to have been delivered in January of 1945.

6105, Wehrmacht Infantry (Barbarossa 1914) (3) is one of those "what took them so long" sets. It is simply four guys marching down a road, but it contains easily convertible parts for early war infantry and this should please the conversion minded. Of course there is a full suite of gear for each of the grunts and all the heads have the appropriately teutonic hair cuts!

Each figure has separate legs, which further increases the conversion potential and means that two or three boxes could yield a veritable regiment for your next diorama.

Tamiya

Tamiya has been back in the figure fray for a while now and each of their new releases has been a good one. No exception here with **35223, British Infantry on Patrol (4)**. Unlike the DML sets, Tamiya usually gives us five guys and this set is your basic squad taking a stroll. The overall quality is worlds away from what they used to offer. They have worked some very deep and precise folds into the clothing and all the equipment is beautifully executed.

One thing we love about all this gear, is that it all is not sculpted exactly the same. There are small variations of the haversack, ammo pouches and equipment bags. Spiffy, eh?

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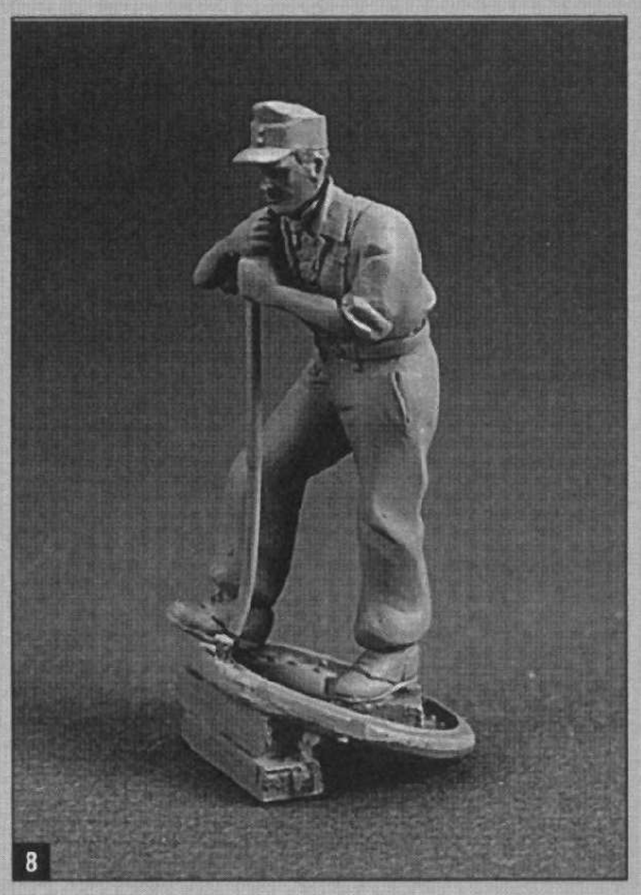
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The weapons are just slightly amazing and some of the best we have ever seen in styrene. You'll undoubtedly be stealing these for other projects. We were especially digging the Bren gun which comes with a choice of two tripods.

The equipment sprue (it includes the weapons, too) is separate and we suspect that it will be released as an item by itself like the German and U.S. sets were.

Woof-woof!

Ultracast

Ultracast has not wasted any time in crankin' out cool looking figures. In that Commonwealth theme we have **35011, Commonwealth Tanker (5)**. He's a bad looking little guy, posed on the package leaning against a brick wall, but we envision him on a tank. The pose is pulled off very well and the drape of the hands across his knees is highly realistic. He's wearing basic battledress which puts him in the ETO.

35012, Commonwealth Tank Crew North Africa 1941-43 (6), has been especially designed for the Tamiya Matilda kit and it contains parts for three figures and also includes three extra heads for your parts box. Two of the figgys are half-types, while the commander figure goes all the way down to the tops of his socks. This latter figure is a terrific pose and he looks as if he is trying to see something in the distance.

35013, British Heads WWII (7), contains five separate noggins and these are the same as those in the above sets. Each wears the tanker's beret and two are wearing head phones.

We're looking forward to future releases from Ultracast and we hope each is as unique as those reviewed here.

Wolf

Just the one from the Wolf-men this time around. WAW 24, **German Tankman Working on Panther Road Wheel, WW2 (8)**, depicts the removal of a worn tire by a Panzer-type individual. It almost makes up a mini-vignette all by itself and shows just how hard that must have been!

He is really crankin' on the crow bar and the wheel is detailed with a shim and the appropriately worn-out tire.

We had a little difficulty getting his arms aligned. The crow bar is cast with the arms attached and it's a bit fiddly to get it all lined up properly. Not a big deal, however.

Don't forget to leave the roadwheel off your Panther!

Warriors

Warrior continues to hit the mark in the figure world with a ton of useful and timely releases.

Covering one of the most neglected areas of armor modeling is **35168, Dutch Lewis Gunner (9)**. This is not a surrender pose! He is shown coming right at you, Lewis gun ablazin.' They did an admirable job in researching all the various equipment items and the very unique Dutch helmet design.

He also includes that most excellent Warrior's signature resin base, which makes for a "just add paint" situation.

To go along with the new Tamiya GMC truck is **35178, U.S.**

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2 1/2 Ton GMC crew (10). This consists of two drivers and a "Cling-On" type dude hitching a ride on the floor boards of the driver's side.

All the figures fit well in the kit and the driver has the appropriate dog-faced look to him. That rider struck us as having a lot of conversion potential.

All the figures wear the M41 style field jacket and gaiters.

35179, The Search (11) is a U.S. MP looking for souvenirs on a wounded SS trooper. The coat of the SS trooper is beautifully rendered and the hands and arms of the searching MP mate up to the other casting perfectly.

35182, Waffen SS Grenadier Pointing (12) is a simple action pose showing a squad leader shouting orders while wielding his MP40. He's got a full set of light equipment and he abounds in little details like the camo strapping for his helmet.

Warriors has taken to molding much of the small equipment items right onto the figure or at least as single piece items—and with no loss of detail. This is a great time saver and helps also if you like to paint these small parts separately.

35185, Waffen SS P.O.W.'s (13) is the perfect companion (or are the perfect companion) to the new Tamiya Jeep. The three are looking a bit chummy and each casting is cleverly designed to fit into the next to create the scene. It'll take a little test fitting, but the results are quite impressive. This piece would go great with 35179.

Keeping your ass down in a combat zone is always a good idea and **35194, Waffen SS Machine Gunner (14)** does just that. He's posed hustling along with his MG 42 while keeping as close to the ground as possible. The animation of the great coat is first rate and the pose really conveys a sense of urgency.

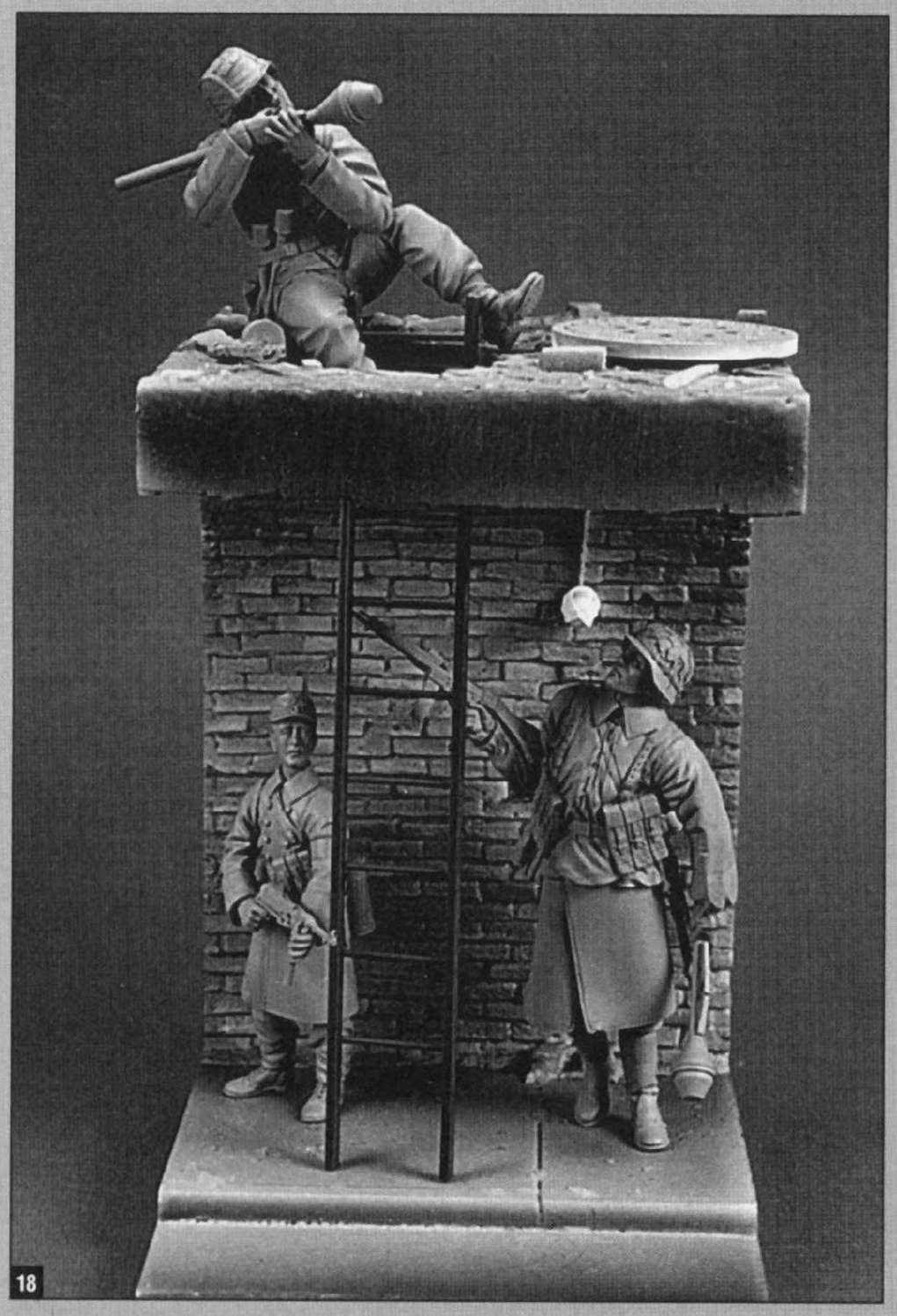
Warriors has always been on top of the latest armor releases. Witness **35195, British Cromwell Crew (15)**. Warriors provides a full complement of Pixie-suited hombres for the new Tamiya kits. Two half and two full figures are provided and these are very specially designed to fit in and on the Tamiya kit. Each of the figures contains a load of detail with all the various straps, pockets and folds of the pixies suits well represented. The supplemental equipment, such as belts, head phones and berets also is very skillfully executed.

Breathing new life into an old styrene favorite is **35199, SS Pak 40 Crew Set No.1 (16)**. This is three figures to be posed around either the Tamiya or Italeri kit. Two of the bad boys wrestle with the gun, while the third hauls on an ammo box. Good one dudes.

A great follow-up to their earlier "Der Furher" is **35200, Adolf Hitler - 1930's (17)**. This time he's shown in his party uniform of "brown shirt," jodhpurs and puttees. This would make an interesting stand alone piece or the perfect companion to that Azimut Mercedes G4 six wheeled staff car.

We are breaking our self-imposed moratorium on big scale stuff to take a look and what we consider to be two super-duper pieces.

The first is **16012, "Berlin Sewer" Vignette (18)** and it is a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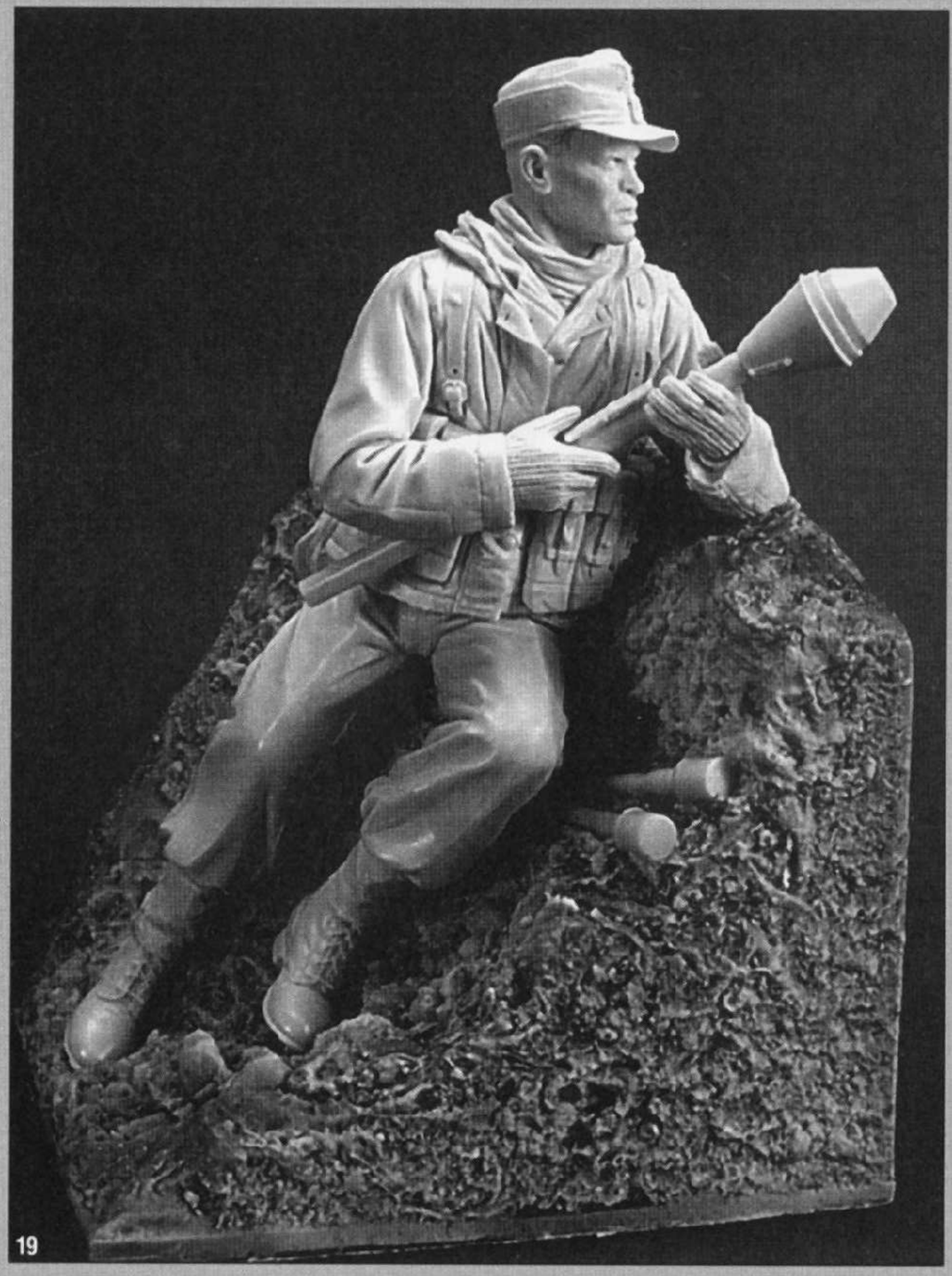
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1/16th scale follow-up to Warriors original 1/35th scale setting. The scene is again a small section of underground sewer with a angry looking German popping up through a man-hole cover and aiming a Panzerfaust. Two comrades wait below and while one is a bad-ass looking SS trooper, the other is a frightened looking Hitler Youth type.

These large castings contain a plethora (that's a ten dollar word, eh?) of detail and the fit and finish of the parts is tremendous. Our favorite is the little dude—he really looks like he'd rather be somewhere else!

The base for this scene is made from expanded poly-foam and this is the first time we have examined anything like this. This has been a poplar material for gaming (castles and the like) for years. It is very light-weight and the detail is every bit as good as resin.

As if all this is not enough, a highly useful set of water-slide decals is provided. It contains markings for the Panzerfaust as well as a whole slew of uniform stuff like badges, eagles, helmet decals, cuff titles and swastika arm bands. It'd be interesting to apply some of these over the existing raised details (like the Totenkopf badges) using plenty of setting solution. An interesting alternative to painting.

You'll have a blast with this one.

Our next digression is **9040, Waffen SS Panzerknacker - East Prussia (19)**. This bruiser is yet another one of John Rosengrant's superb large scale deals and we almost hesitate to call it a figure. It truly is an awesome piece of miniature sculpture.

The level of detail possible in a piece of this size is high and Mr. Rosengrant has taken this to the max with knock-out features like cloth texture, stitching and even small strands of hair!

The StG 44 is a real beauty. It fits into a pre-molded spot on the figure's back. This is also true for the water bottle.

The fit of the parts is almost supernatural. The Panzerfaust must be inserted into the hands prior to the installation of the arms and once these are cleaned up they will virtually snap into place. The Panzerfaust fits into the hands so tightly it actually squeaks going in. Our review sample is constructed with no glue and there is no wobble or play in the assembled parts and no visible gaps. Makes ya tingly, don't it?

The base for the figure is another poly-foam deal and it fits the figure flawlessly. Two grenades are molded into it, but Warriors thoughtfully provides two resin extras, in case of a bubble.

Like the Berlin vignette, a spiffo set of decals is provided with markings for the Panzerfaust along with plenty of extra stuff like cuff titles and shoulder boards.

Even if you haven't built the big stuff before, this is a great introduction.

By the way, when the good Mr. Rosengrant isn't knee deep in Miliput he's working for Stan Winston Studios where he's in charge of stuff like the T-Rex in Lost World and other big important Hollywood-type hoopla. We'd say we're lucky to have him!

C L A S S I F I E D S

WANT TO TRADE OR PURCHASE: 1/35 scale kits also 1/9 scale ESCI kits. I would also like to correspond and trade photos of finished kits. Write for my trade list. Randy Heiler, 650 Springfield Cir., Roseville, CA 95678.

FOR SALE: Armor kits, all types, all scales WWI to modern. Send two 32 cent stamps for list. Afrika Korps enthusiast wants books, mags and information on the Italian and German armies in Africa during WWII. Also 1/72, 1/76 and 1/160 scale armor and equipment. Always buying kits send me your list. Peter Rechkemmer, 3410 Sands, El Paso TX 79904.

FOR SALE: ALL KITS ARE UNBUILT, 1/35 DML figure kits. DML Light Seal Support Craft, some Tamiya armor kits, plus Verlinden 1/35 and 120mm kits. For list and price send L.S.A.S.E. to Danny Trepanier, 10070 Beach Rd. Waukegan IL 60087.

THE HISTORICAL MINIATURE FIGURE SOCIETY OF COLORADO meets on the first Thursday of each month from 6:30 P.M. to 8:30 P.M. at the Aurora Central Public Library, 14949 East Alameda Drive, Aurora, CO 80012. For more info contact, HMFSC, P.O. Box 461562, Aurora, CO. 80046 (303) 693-7924

WANTED: Tamiya M60A2 Kit #30238 and Tamiya M19 Kit # 30042. Write or call: Robert W. Marshall, 43 Brookfield Court, Toms River, NJ 08757, area code 732-341-7487 up to 10 P.M. EDT. Prefer kits with vinyl track.

FOR SALE: Over 60+ armor kits and 30+ accessories/conversions, all 1/35th. Send LSASE to Lance Bevins, P.O. Box 674, Franklin, NC 28744.

FOR TRADE OR SALE: 1/35th scale modern armor kits and accessories. Tamiya, Italeri, DML, etc. All unbuilt and in excellent condition. Would like to trade for older issue and/or discontinued kits of WWII armor, such as Tamiya's M10 Tank Destroyer and Testor/Italeri's M24 Chaffee light tank. For list send S.A.S.E. to Wilfredo Pacheco Jr., 1955 Sedgwick Ave., Apt #5C, Bronx, NY 10453-2724.

FOR SALE: 1/35 scale kits, figures, and accessories (DML, Tamiya, Verlinden, etc.), reference books, back issue magazines, and WW II video documentaries/movies. Will consider trades. Send a LSASE for list and pricing to: Richard Nicoletti, 2031 Via Madonna, Lomita, CA 90717 or email me at: richn@ix.netcom.com

WANTED: Old Osprey-Vanguard armor issues #2, #5, #7, #10, #12, #44. Issues of "Tankette" magazine. "Military Illustrated" magazine in English 4, 5, 6, 11 and "Steel Masters" #14. Will pay reasonable prices or trade. Bob Collignon, 403 Huntington Ave. Buffalo, NY 14214. (716) 837-2204 after 6 pm.

WANTED: Looking for unbuilt Gunze armor kits. Will trade or purchase. Have large collection with many hard to obtain kits for trade. Send info to Ted Paris, 551 Wegman Road, Rochester, NY 14624.

Sculpting WWII GI's Russians and other Allied figurines interest you? YANKS Miniatures, a 1/35th scale resin figure company is seeking talented sculptors for it's rapidly expanding product line. If interested please send inquires and a photo of your work to: YANKS Miniatures, 3731 Schuemann Drive, Omaha, NE 68123.

WANTED: ESCI or AMT 1/35 T-55M, DML 1/35 M933 MLRS (US version), DML 1/35 M1A1 w/mine plow, DML 1/35 Nashorn, DML 1/35 Maus and DML 1/35 E-100. Also I can provide information of 1st Armored Division, 2nd Brigade vehicles in operation Joint Endeavor. Please contact me at the following address: S.E. Dimmick, C-4/12th INF CM), 2nd BCT 1AD, Operation Joint Endeavor, APO AE 09789.

FOR SALE: by Author : 1/35, 1/48, 1/72 & 1/76 scale drawings (4 or 5 views). Illustrated catalogue for 2 IRCs. Hubert Cance, 56 Bd. E. Lintilhac, 15000 Aurillac, France.

WANTED: 1/35 scale kits, parts, anything leftover from US and British WWII models. Harpers M3 Satan Flamethrower. TM Manuals on US vehicles From WWII. Books and magazine articles on vehicles. IPMS magazines from Canada. Also contact with mooelers in the us and Canada with an intesest in 1/35 scale vehicles us and British. Contact Ian Howes. Hanselmann Str. 28a 80809 Munchen, Germany. tel (089) 3592474.

WANTED: Any spare WW2 Russian tank parts you don't need, same goes for pieces from any Tamiya German halftracks (250, 251 c or d). For Sale: Decals and kits from eastern Europe. Currently have decals for T-34, KV-I and entire BT family. Write for list of available kits. Edmund S. Fortuna, 200 Old Prospect School Road, Sparta, NJ 07871

FOR SALE: Armor kits 20-25 years old, Tamiya, Italeri, Heller, Aurora. Aircraft Kits 25-40 years old. Other collector kits. Write for 7 page list. Joseph G. Puet, 1734 Alcoa Drive, Arnold, PA 15068

FOR SALE: U.S. made plaster, resin, plastic and other scale modeling & diorama accessories. Buildings, structures, road beds, display bases, conversion parts, etc... Send 3 stamps - or $1.00 to cover postage for lists and information to: TIM TAYLOR ENTERPRISES, 475 W. Stetson, #C-320 Hemet, CA 92543 USA.

WANTED: Items listed below. No time limit. Please include phone number and price/condition first letter. Books/Mags: Complete or partial set of AMM Review. MMiR V1 #s 1, 2, 4, V2 #1. Military Model Preview (formerly Military Aircraft Preview) V1 #s 1-3, 5, 6, 9, 11, 12; V2 #s 1, 10-12; V3 #s 1, 4-12. Catalogs: DML/Dragon 90, 88, 87; Italeri 94, 88, 87, 85, 82, 81, 80, 77 and earlier; Tamiya 94, 78, 77, 71 and earlier. Please only full size, No Minicats or brochures. Hardbounds: Bound V2 Profiles British AFVS 1919-40. I also need info, reference sources, photos and TM on: Semiltrailer, Refrigerator, 5 ton. Good copies acceptable. Dio accessories and buildings: 1/35 Deauville (resin) #106 Ruined 2 story (large), #110 'The Bridge,' #112 Loghouse. Kurton #007 3 Story 3 sided ruin, Magus Program Design I/35 French Corner Cafe (foamcore), Russian wood house, Small wood barn. Any Magus blueprints needed also. US Airfix edition of #51513 1/32 Checkpoint (includes humpback bridge, gate, guardhouse, tower). Kits/Figures: CMS (resin) 1/35 Diamond T Wrecker and Cargo trucks. Italeri Bersaglieri infantry. MAX #04 1/35 1/4 ton Ford GP Jeep/trailer and base. VMK (resin) 1/35 #001 U7144 Jumbo Jeep 5 ton tractor, #002 C-2 multipurpose semitrailer. Tamiya 1/25 Patton, Radio Operator. Squadron Combat Line and Squadron Rubin figures. **FOR SALE:** Professionally built, 1/25 scale tanks. Used by Soviet Army as training aids. For details LSSAE. All replies to: M.C. Overstreet, 5257 Luwana Drive S.W., Roanoke, VA 24018-3323. (540) 774 7244 after 7PM Eastern.

U.S. Resin Kit Manufacturer seeking master pattern makers for armor related subjects, i.e. kits conversion, figures. If interested please send name and address, phone number to: Commander Series Models, Inc. 551 Wegman Road, Rochester, NY 14624.

I would like to correspond with modelers all over the world. Looking for someone to swap materials with, or just chatter about kits. I build mostly present day vehicles, diorama and figures of Special Forces. Theo Naus, Esdoornstraat 4, 5995 AM Kessel, The Netherlands.

WANTED: SWM, non-smoker seeks SWF who likes long walks on the beach, pina coladas and who possesses a VMK kit #004 "Remorque Transport de Char" M9 45 ton tank transporter. Looking for the unbuilt resin kit. I have the tractor and need the trailer. Please contact Mike Maggio c/o Ampersand.

WANTED: US Battle Tanks Today (Tanks Illustrated #8); Remembering The Gulf War, The Marine Corps Association; Born In Battle Magazine, Eshel Dramit Ltd., Issues 3, 4, 6, 11; War Data Series, Eshel Dramit Ltd., Issues 1, 10; Mid-East War 5 Volume Set, Eshel Dramit Ltd. Joseph Chiaramonte, 8711 26 Ave, Brooklyn, NY 11214.

Modeler from the Ukraine who would like to get in touch with other modelers to exchange models. I am looking for contacts with North American modelers. I will answer all letter sent to me. Andrey Kozlov, Zvenigorodska, 12 kw. 43, Zaporozhye - 93, 330093, Ukraine.

FOR SALE OR TRADE: ESCI (German), Supply Wagon, Ambulance Wagon, German Sappers, Rest Area, Paratroops, Engineers, 7.5cm Light Inf. Gun, British Red Devils. Airfix: Japanese Multipose 1/32 Infantry. Monogram: Calliope Sherman, Hedge Hog (1/32nd scale). All kits unbuilt, mint in box. WANTED: Tamiya Tigers, Panthers, Halftracks, Marx 1/32 figures and playsets. Ron Angleton, 316 Oak St., Tipton, IN 46072. (765) 675-3907 weekends.

WANTED: Unbuilt old Italeri kits, #234 (SdKfz. 234/3), #255 (SdKfz. 234/4). Sturm and Drang Magazines, Jean Restayn's Tanks of WWII; Encycolpedia of german Tanks of WWII; Ground Power Magazines. George Krausse, P.O. Box 3152, Florence, OR 97489.

FOR SALE. Now is the time to get serious about completing your Squadron in Action collection. Armor in Action #I through 8, and 17. Also many Aircraft in Action and Aerographs. Send LSASE to George E. Kohler, 7170 Columbia Rd. Pataskala, Ohio 43062.

WANTED: Information about clubs or individuals who are interested in 1/24th and 1/25th scale armor models. Also interested in purchasing same. Terry Hoepf, 5606 N. River Road, Pemperville, OH 43450. 419-287-4202.

BUYER BEWARE: Anyone experiencing service or refund problems from Gary Simpson, AFV Panzer HRC, Boise, ID is requested to contact Miles Twaddell, P.O. BOX 120, Pluckemin, NJ 07978.

WANTED: Drawings or photographs of the following: M667 Lance Missile Carrier, M727 HAWK Missile Carrier, RCM748 Tracked Rapier. Steve Kemmerly, 1761 William Drive, Penngrove, CA 94951.

FOR SALE: from Artist-Illustrator acrylic oil on Bristol card, A3 size, from $400.00 U.S. List for 2 IRC to :Mr. H. Cance, 56, Bd. E. Lintilhac,15000 Aurillac, France.

FOR SALE: 1/35th DML and Tamiya armor, Verlinden accessories. Send LSSAE to Lance Bevins, 5429 Whisper Creek Lane, Wilmington, NC 28409-2552

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FOR SALE: ModelKasten Workable Track Sets, $29.95 each postpaid; SK-1 Tier I late, SK-2 Tiger I early, SK-6 Tiger II, SK-10 Panther A/G, SK-17 Panzer III/IV late Type A, SK-18 Panzer III/IV mid Type A, SK-21 Jagdtiger, SK-22 Panzer III/IV late Type B, SK-23 Panzer III/IV mid Type B, SK-27 Panzer IV final. SK-25D Panzer II/Wespe with metal drive sprocket, $32.95 postpaid. John Kernan, 96 Beacon Hills Drive North, Penfield, NY 14526 716-671-8719, 6-9 p.m. EST.

FOR SALE: AFV-G2, one complete set; Fine Scale Modeler, one complete set. For Sale as sets only. Bid Sale. WANTED: Ground Power, Issues 2, 4, 8, 9, 12, 13, 15, 16, 17, 19, 20, 22, 25 ,26 ,29, 33, 34 and 36. Jordan Jones 817-294-3785.

MUST SELL: Loose the kits or hit the couch! Sound familiar? The answer is simple for many, the couch doesn't talk back. Unfortunately, it's her couch. My loss can be our gain. New/OOP WW2 figures/armor kits (1/35) for sale. Tamiya, Italeri, DML, ESCI. Send SASE for complete list to Lawrence Jung, 60 E. 12th St., #3F, New York, NY 10003-5036.

FOR SALE: Built 1/35th scale armor kits. These are nicely done with some external detailing. Please advise your particular needs/wants. Will consider requests to build. Currently over 100 finished. Bill Whitley, 311 Bundy Avenue, Endicott, NY 13760. 607-748-7922 IPMS #20778.

FOR SALE, one 1/15 scale Bandi Tiger I, built and painted to perfection. Set up remote. Looks real nice. Call me at 973-628-0574 after 6 p.m. for details.

In Search of penpals and modelers to exchange with. Can offer all models of Zvesda Plastic Model Co., ICE Co., Alan Hobbies/VM Co., AER, Start Model, models which are of a high class, and some books and magazines on modern military equipment and that of WW2. My interests include weapons of WW2 produced by Tamiya, DML, Italeri and ESCI in 1/35 scale. Also interested in books and magazines on techniques AFV and model catalogues. C Write to: Alexandr A. Rjazanov, ul. Kronshtadskaja, d. 75, kv. 19, Makeeva-14, Ukraine - 339014.

WANTED: Looking for the following discontinued ROCO vehicles; #229 Faun 10 ton 6X^ truck, #230 Faun 10 ton 6X6 truck, #291 Elefant Tank Transport, #409 Pioneer Set. I will consider purchasing collections of ROCO armor. Also looking for pics, dimensions, etc., on Wegmann Pzh 2000 S.P. gun for scratch build. Cal Raines, 904 Irving St., Olean, NY 14760.

FOR SALE: Roskopf HO Scale Military Vehicles. German, Russian, NATO, Write for list: Christopher Gill, 580 W. Lewiston, Ferndale, MI 48220-1204.

WANTED: Bindable B&W photocopies of MMiR Vol. 1 #3 on 11 x 17 inch paper, front and rear covers on one side, inside covers on the other, etc., through pages 19 & 22/20 & 21. Contact Dr. Peter Schweisthal, Gruner Str. 107, D-40239 Duesseldorf, Germany.

HAS ANYONE SEEN THIS TANK? Looking for an unbuilt Dragon/DML 9032 Panzer III G "Afrika Korps" kit. Cole Fulks, 1049 Springwood Drive, Saginaw, TX 76179

WANTED: Squadron #3001 Fallschirmjager In Action; Armor In Action #'s 2003, 2006, 2007, 2009, 2013, 2019 and 2021; Presidio Press (hardcover) Patton, Kennedy M-103, Kirin 120mm figures #21001 USMC 1968, #21004 S.E.A.L. In Desert Storm. Contact Ed Barber, 7158 Akron Road, Lockport, NY 14094.

WANTED: HIGHLY COMPETENT armor builders who can photograph and write about their modeling projects. Adequate writing and photography skills, and computer literacy a MUST. Fees paid for article submissions. Also looking for modelers willing to execute simple, CLEAN build-ups (no painting) for a fee. Also looking for individuals willing to submit original historical research articles. Access to archival photographs a plus and ability to render scale drawings in Adobe Illustrator or Freehand (Mac or PC) a big 'ol stankin' bonus. Forward samples, etc. to: Editor MMiR, 235 NE 6th Ave #4, Delray Beach, FL 33483.

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